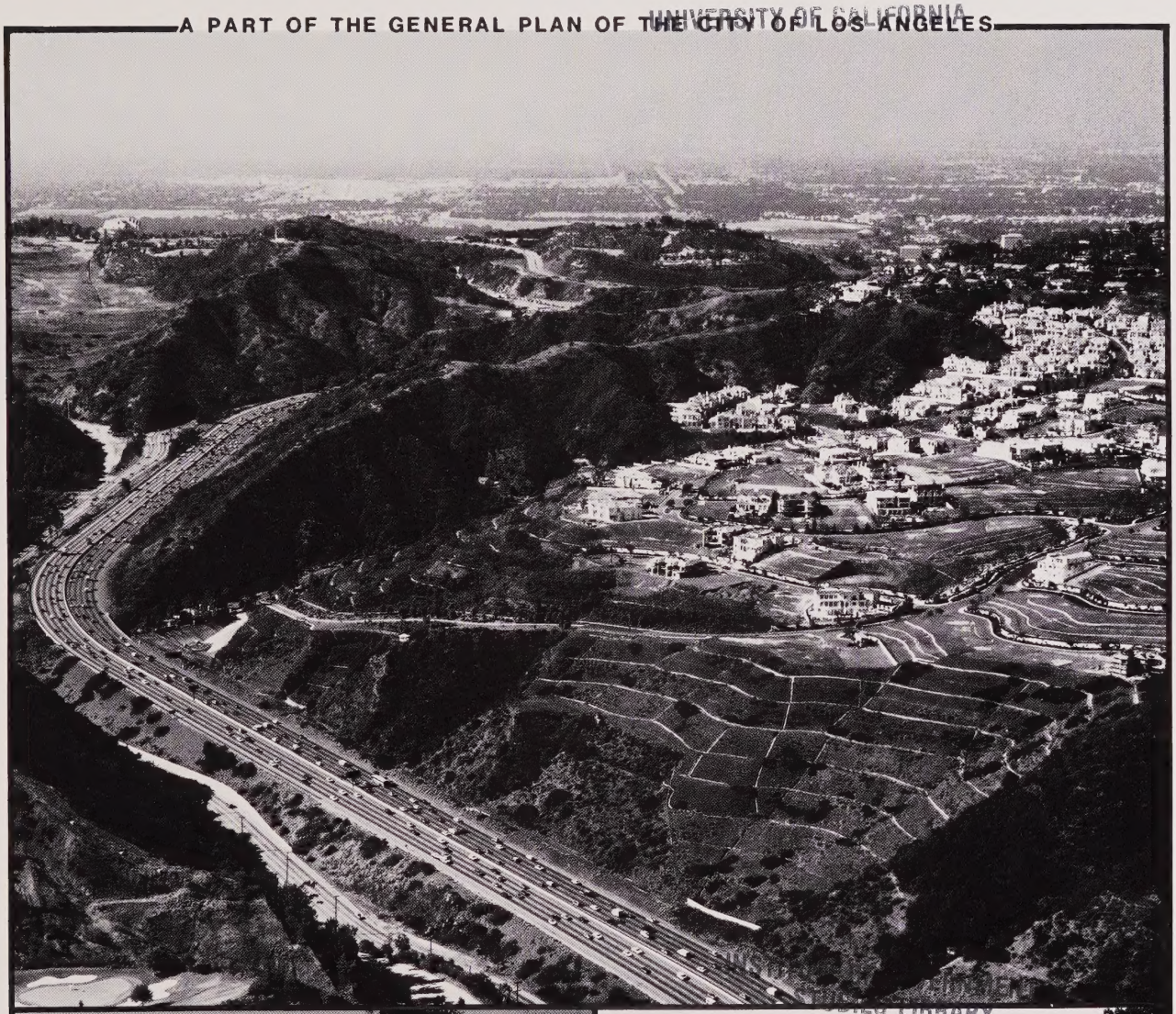
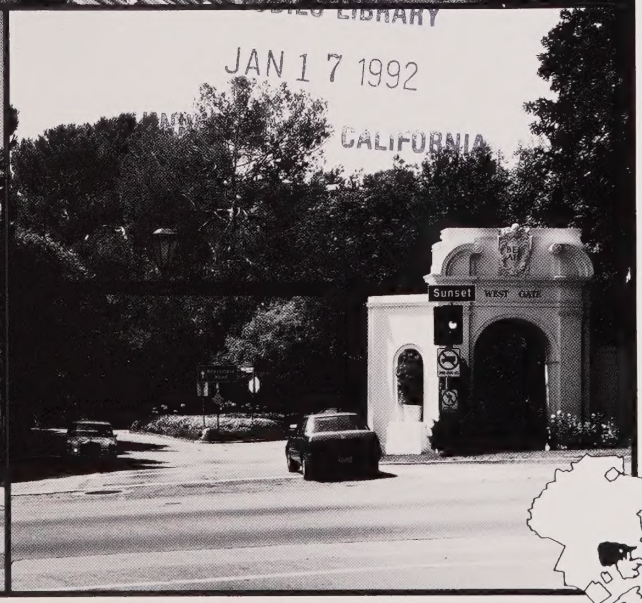
Bel Air–Beverly Crest Plans

A PART OF THE GENERAL PLAN OF THE CITY OF LOS ANGELES





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Ernani Bernardi
Hal Bernson
Marvin Braude
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Ruth Galanter
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* Former Project Staff

Los Angeles City Planning Department

Room 561 City Hall

January 10, 1992

updated 11-6-95

TO: Plan Distribution List and other Interested Parties

FROM: John J. Sepulveda, GIS Supervisor II

SUBJECT: COMMUNITY PLAN UPDATES

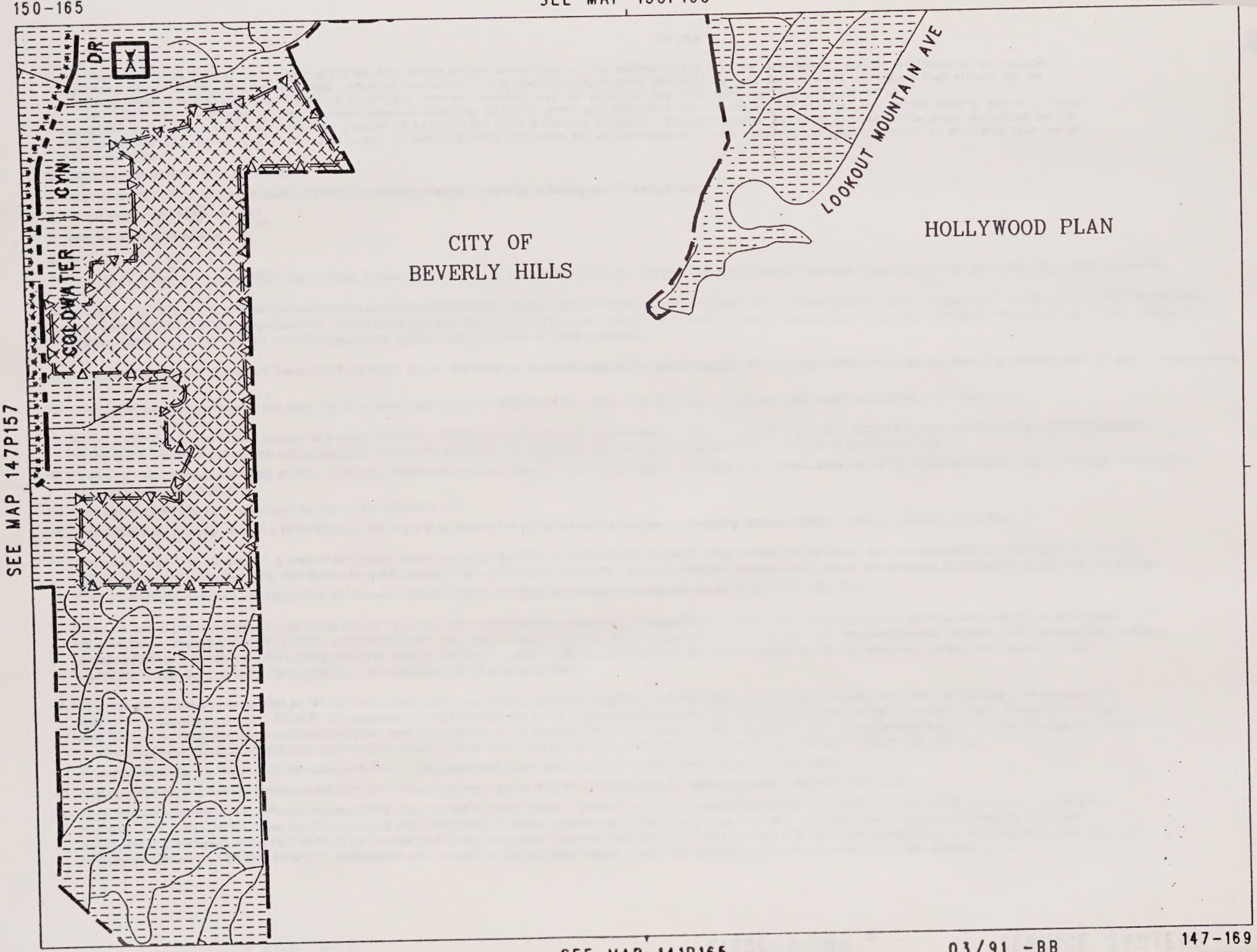
Attached for your information is a black and white update for Bel Air Community Plan/Map 147P165 which should depict Hollywood Plan instead of Westwood Plan for the adjoining community.

In addition, No. 4 Footnote included on the legend should depict "Height District No. 1-VL".

This change will be incorporated in the next update and publication of the Bel Air Plan Booklet.

cc: Melanie Fallon
Bob Sutton
Lynn Schwickerath
Mort Meyerson
Marc Woersching

SEE MAP 153P165



SEE MAP 147P157

SEE MAP 141P165

NOTES

1. Development of lands located in hillside areas may be limited by the suitability of the geology of the area for development, and the steepness of the natural topography of the various parts of the area. In areas designated for Minimum Density Housing the dwelling unit density shall not exceed that allowed by the following formula; but in any case should not be greater than one dwelling unit per acre, nor less than 0.05 dwelling units per acre.
   $D = (50 - S) / 35$ Where: D = the maximum number of dwelling units per gross acre allowable and S= the average natural slope of the land in percent. Lands designated as Privately Owned Open Space are considered to be in the Minimum Density category. Density transfer should be allowed in the areas designated in the Minimum Density category as long as the total number of dwelling units indicated for any development is not increased and adequate access is available from two or more directions.
2. Gross acreage includes abutting streets.
3. Open Space (OS) Zone is being considered (1975) for enactment as part of the City's Zoning and Planning Code.
4. Height District No. 1 (VL) — VL
5. Includes associated parking.
6. Area Ratio 1:1.
7. Open Space designations on the Plan Map conform to the definition of "Open Space Land" set forth in Article 10.5 of the State of California Government Code and to the City's Open Space Plan.
8. Desirable Open Space is land which possesses open space characteristics which should be protected and where additional development controls such as proposed in this Plan and the Open Space Plan are needed to conserve such characteristics. These lands may be either publicly or privately owned. Conservation of such characteristics is needed to ensure the usefulness, safety and desirability of adjacent lands and to maintain the overall health, safety, welfare and attractiveness of the community.
9. Areas depicted as "Most Significant Areas, Desirable Open Space" are lands which should receive high priority consideration for appropriate measures to preserve or conserve the land and its biotic systems.
10. Quasi-Public land designations on this Map indicate existing uses which are anticipated to remain. The Plan does not propose public acquisition of the designated lands.
11. Boxed symbol denote, the general location of a proposed facility. It does not designate any specific private property for acquisition. Such facility may appropriately be located within an area efined by the locational and service radius standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.
12. There is a need, through continuing studies, for finding means of facilitating cross-mountain transportation. Because of the special character of the Santa Monica Mountains, the area needs special monitoring and consideration.
13. Local streets and Freeway interchanges are shown for reference only.
14. Sunset Boulevard is designated as a Major Highway but is not to be widened or realigned for the purpose of increasing capacity during the twenty years life of the Plan.
15. These roads should be designed in a manner as to least disrupt the scenic qualities of the areas they traverse. They should provide scenic and recreation facilities such as scenic turn-outs; bicycle, hiking, and equestrian trails; and access to parks, camp-grounds, and natural preserves. Specific standards for these roads are to be developed as part of the Scenic Highway Element
16. Certain streets and highways are designated as Mountain Arterial Streets and Mountain Collector Streets and are described in the Plan Text.
17. When the use of property designated as "Open Space" (e.g. recreation, environmental protection) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to conditional use. The decision-makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning classifications or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
18. When the use of property designated as "Public/Quasi-Public Use" (e.g. school, university, hospital, major institutions) is proposed for a use other than that existing or which has been deemed to be approved per LAMC 12.24-F, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to conditional use. The decision-makers shall find that the proposed use is consistent with the intent and objective of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
19. Uses and intensities on the subject site shall be limited to those permitted under Ordinance NO. 157,685 published on May 27, 1983.
20. Existing mobilehome parks are consistent with the Plan. Future mobilhome parks shall be consistent with the Plan when developed in the RMP Zone.
21. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations. Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended too so indicate. It is the intent of the Plan, that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.

LAND USE

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Bel Air–Beverly Crest Plans

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* This Document is a reformat of the District Plan as it formerly appeared in the Broadside format. The Maps reflect the Broadside subsequently amended by the General Plan Consistency Program (AB283), Periodic Plan Review and any other amendments. The Text is essentially the same as the originally adopted Plan.

PLAN AMENDMENTS DATE LOG

BEL AIR-BEVERLY CREST PLANS

Adopted by City Council
C.F. 75-1404 S1
January 13, 1977

Subsequent Amendments Adopted by City Council

Date	Amendment	Council File
5-20-86	Caisano Road Deletion	85-1132 S-1
9-9-88	AB283 General Plan/Zoning Consistency	88-1081
3-27-91	Land Use Footnote	90-1422
5-19-92	Mulholland Scenic Corridor Specific Plan	86-0945 S1,2 73-4868
5-27-92	*AB283 Open Space Zone Changes, Plan Amendments	92-0163
3-3-93	Mobilehome Footnote	89-0119
8-18-93	*Periodic Plan Review, Window 51, Bellagio Road	93-1274 S1

*Amendment not currently incorporated in Plan text or map.

320MISC(122194)

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

May 25, 1994

TO: Whom it May Concern

FROM: Michelle Clarkson, Senior Clerk
Central Maps and Publications Unit
Department of City Planning

SUBJECT: **PLAN BOOKLET REVISIONS**

A revision (Mulholland Specific Plan) has been made to the following five (5) plan booklets: Bel Air/Beverly Crest; Brentwood/Pacific Palisades; Canoga Park/Winnetka/Woodland Hills; Encino/Tarzana; and Sherman Oaks/Studio City/Toluca Lake. Please add this revision to each of your community plans.

If you have any questions, please contact our office at 213 485-5043.

MC:smf

Enclosures

1) 92 00288
2) 90 00044
3) 92 00510
4) 88 02051
5) 92 00507

Bel Air-Beverly Crest Plan

PURPOSES

The Bel Air-Beverly Crest District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

USE OF THE PLAN

Notwithstanding any other language herein, this Plan does not commit the City to initiate any program or expend any funds for such programs as may be suggested.

The purpose of the Bel Air-Beverly Crest District Plan is to provide a guide to the future of the District for the use of the City Council, the Mayor, the City Planning Commission; other concerned governmental agencies; residents, property owners, and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and services which will encourage and contribute to the economic, social and physical health, safety, welfare and convenience of the people who live in the District, within the larger framework of the City; guide the development, betterment, and change of the District to meet existing and anticipated needs and conditions; contribute to the improvement of the quality of the environment; balance growth and stability; reflect economic potentialities and limitations; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use.

The Plan is **not** an official **zone map** and while it is a guide it does not imply an implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and uses than may be desirable for many years.

This Plan is subject to periodic review and amendment to reflect changes in circumstance.

OBJECTIVES OF THE PLAN

1. To encourage the preservation and enhancement of the varied and distinctive residential character of the District.

2. To coordinate the uses of, and services to, the Bel Air-Beverly Crest District with those of other parts of the City of Los Angeles and the metropolitan area.

3. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 1995.

4. To make provision for the housing required to satisfy the varying needs and desires of all persons choosing to live in the District, maximizing the opportunity for individual choice within the constraints imposed by land availability, land and development costs, and population growth.

5. In hillside residential areas to:

a. minimize grading commensurate with the other proposals of the Plan; and
b. limit land use intensities and population densities to those which can be accommodated by the transportation system, public service facilities and utilities, and natural topography.

6. To provide a basis for the location and programming of public services and utilities, and to coordinate the phasing of public facilities with private development, minimizing damage to existing uses.

7. To provide a circulation system for the purpose of accommodating the transportation needs of the area, without widening or realigning streets for the purpose of increasing capacity except where otherwise indicated on the Plan.

8. To encourage the expansion and improvement of the public transportation system as an effective alternate to the automobile as a partial means of attaining air quality in conformance to the Federal and State clean air standards.

9. To protect scenic views and preserve open space and the natural character of the mountainous parts of the District for the benefit and enjoyment of the citizens of the Los Angeles region, commensurate with the other provisions of this Plan.

10. To improve the visual environment of the District through the development and application of appropriate design criteria and controls.

POLICIES

The Bel Air-Beverly Crest District Plan is designed to accommodate the anticipated population and employment of the District to the year 1995. The Plan seeks neither to promote nor to constrain growth; rather, it accepts the likelihood that change will take place and must be properly controlled if the District's amenities are to be preserved and its problems corrected.

The Plan encourages the preservation of low density, single-family residential areas and the conservation of

should connect with public trails extending to the north and south where feasible.

Access to and facilities for Equestrian, Hiking and Bicycle Trails should be provided in conformance with standards set forth in the Mulholland Scenic Parkway Report, and the Major Equestrian and Hiking Trails Element and the Bicycle Trails Element (when adopted) of the General Plan.

Features:
Open Space Lands and areas designated as Desirable Open Space are identified on the Plan Map. Included are approximately 1900 acres of publicly and privately owned land and approximately 3600 acres of privately owned land considered desirable as open space.

The Bel Air-Beverly Crest District is deemed to be an area of very beautiful and attractive residences and of a high quality environment worthy of public protection. Devices to protect these qualities, such as scenic districts, should be developed and utilized.

The Plan designates: trails for hiking, riding and bicycling; the Mulholland Scenic Parkway; and open space areas suitable for recreational uses or requiring environmental protection as wildlife refuges. The more precise uses, whether park areas, recreation areas, wildlife refuges, or other exact designation, should be decided as a result of future study.

Much of the Bel Air-Beverly Crest District contains hilly and mountainous terrain. Certain strategic undeveloped areas may be considered for inclusion in a chain of parks radiating from Mulholland Scenic Parkway. Lands which may be particularly suitable for this purpose and which are not in public ownership are included among these lands shown as "Most Significant Areas, Desirable Open Space" on the Plan Map.

The Department of Water and Power lands and other publicly owned properties are proposed to be preserved as open space. Limited equestrian and hiking use and trail systems should be allowed at these sites consistent with the primary use of these properties.

All schools and public parks are redesignated to the most restrictive density category.

All golf courses are proposed to be in the Minimum Density category. In the event that private owners desire to sell their golf courses, the City should have the right of first refusal to purchase the land for continued recreational uses only. As a general policy, all public lands on which present uses are discontinued should be turned into or left in open space.

An animal bridge should be built at a suitable animal crossing in the Beverly Glen area and at other suitable locations.

Scenic Corridors consistent with those in the Scenic Corridor Plan are shown on the Plan Map.

CIRCULATION

Critical deficiencies now exist in the north-south highways and freeways which cross the District. These deficiencies are created by an overall deficiency in transportation facilities crossing the Santa Monica Mountains. Full development of all highways crossing the mountains and provision of proposed mass transit facilities will only partially eliminate these deficiencies and will not accommodate probable growth.

Highways

Standards and Criteria:
The Bel Air-Beverly Crest District Plan does not provide a highway capacity which can accommodate the projected automobile traffic demand. Land use densities should be maintained at the lowest reasonable level until a balance between land use and transportation facilities is achieved.

There is a need, through continuing studies, for finding means of facilitating cross-mountain transportation. While additional roads are needed, it does not appear practical or environmentally appropriate to expect their construction.

Without an appropriate balance between the land use and circulation systems, future subdivisions may be disapproved, and substantial acreage may remain undeveloped. A determination should be made that the existing or assured transportation system serving a proposed development can accommodate the additional traffic generated by the development, as a condition of approval of a tentative tract map or zone change for the project.

Highways and Local Streets within the Bel Air-Beverly Crest District should generally be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning considerations would warrant alternate standards.

Several roads in the Bel Air-Beverly Crest Plan are designated as "Mountain Arterial" and "Mountain Collector" streets. These streets function as arterial roads or collector streets, but in order to conform with the Plan objective of preserving the single-family residential quality and environment of the District, no widening, realigning or improvement of any existing streets located in the District shall be authorized for any purpose which might result in increased traffic capacity.

The full residential and commercial densities and intensities proposed in the Plan are predicated upon the eventual development of the appropriate transportation facilities. No increase in the density should be effected by zone change or subdivision unless it is determined that the streets and highways serving the property involved can accommodate the traffic generated.

Design characteristics which facilitate street identity such as curves, changes in direction and topographical differences, should be emphasized. Streets, highways and freeways, when developed, should be designed and improved in harmony with adjacent development. Whenever feasible, street development should preserve existing trees.

Major Highways and Mountain Arterial Streets should be given special scenic treatment. In each instance, Specific Plans should be prepared to ensure that scenic and recreational opportunities will be provided or preserved. Special criteria should be developed for Mulholland Drive.

Proposed Equestrian, Hiking and Bicycle Trails in residential areas may occupy a part of the street right-of-way, being substituted for one sidewalk along the roadway as long as one sidewalk remains.

All existing dedicated public streets should meet minimal standards of passability required for ingress and egress of public safety vehicles and vehicles of abutting residents.

On all streets of 30 feet or less right-of-way width there should be a minimum front setback of structures of five feet. Greater setbacks are considered desirable.

Fire roads are necessary and desirable in the Bel Air-Beverly Crest District. However, the existence of a fire road is not in itself justification for the designation of such road as a public street.

Features:
The Plan incorporates and amends the Highways and Freeways Element of the Los Angeles General Plan. Mountain Collector Streets are shown to assist traffic flow toward Major Highways and Mountain Arterial Streets and should be designed accordingly .

Sunset Boulevard is designated as a Major Highway. However, there should be no widening or realigning for the purpose of increasing its capacity during the twenty year life of this Plan. The Plan includes the fullest possible development of the San Diego Freeway, and the development of Sepulveda Boulevard to Major Highway Standards.

Mulholland Drive is designated as a Scenic Parkway. The **Report of the Citizens Advisory Committee on the Mulholland Scenic Parkway** is incorporated in the Plan in spirit and intent.

Public Transportation

Public Transportation is planned and operated on a regional rather than local basis. However, public transportation improvements are necessary to alleviate some of the circulation problems of this District. Improved bus service should be provided. A mass transit system for the City of Los Angeles should be developed as a partial solution to alleviating excessive through traffic loads on District streets.

A Public Transportation Corridor is proposed in the vicinity of the San Diego Freeway and Sepulveda Boulevard. This corridor should be utilized for appropriate public transportation. There is a need, through continuing studies, for finding means of facilitating cross-mountain transportation. Because of the special character of the Santa Monica Mountains, the area needs special monitoring and consideration.

SERVICE SYSTEMS

Standards and Criteria:
The public facilities shown on this Plan should be developed in substantial accordance with the standards for need, site area, design and general location expressed in the Service Systems Element of the General Plan. (See individual facility plans for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient and adequate balance between land use and service facilities.

The full residential and commercial densities and intensities proposed by the Plan are predicated upon substantial compliance with the standards contained in the Service Systems Element. No increase in density shall be effected by zone change or subdivision unless it is determined that such facilities can serve the proposed development.

This Plan is intended to protect and enhance the public health, safety and welfare. Therefore, public agency maintenance activities necessary to provide for the overriding public need, particularly fire and police operations, are not to be prohibited by this Plan.

Features:
The public facilities shown on the Plan Map incorporate and amend the Service Systems Element of the General Plan.

The Plan includes the designation of a new Elementary School on Beverly Glen Boulevard. Other school facilities which serve the residents of this District should be improved in order to provide for the anticipated educational needs of the District.

The Plan proposes dual use of existing school facilities for the general public after hours and on weekends. School grounds should be made available so as to facilitate after-hour recreational use.

The Fire Stations and overall fire protection within the District are continuously being evaluated by the Fire Department and updated as fire protection techniques, apparatus needs, and land use patterns change.

Parks proposed in the Plan are shown in accordance with the spacing standards set forth in the City's adopted Interim Public Recreation Plan and the special needs of the District. Canyons with many existing houses and small lots should be given priority for Neighborhood Parks and mini-parks. Recreational facilities should be encouraged in each of these canyons.

This Plan recognizes that a deficiency of active local recreational facilities exists in the District and indicates general locations where new facilities are needed in order to alleviate this deficiency. Additionally, open space is required for air shed as well as for conservation, park and recreation purposes and should be preserved consistent with other proposals in this Plan.

PROGRAMS

This outline of programs is intended to establish a framework for guiding development of the Bel Air-Beverly Crest District in accordance with the Objectives of the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

I. PUBLIC IMPROVEMENTS

A. Circulation

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, recognizing natural and other restraints, the following are proposed:

1. Continued maintenance and development of a highway and street system consistent with Plan Proposals and with the City's annual Capital Improvement Program (as amended from time to time).

2. Continued planning of, and improvements to, the public transportation system for the District in accordance with the proposals of this Plan.

B. Recreation, Parks and Open Space

Acquisition, expansion and improvement of needed local parks throughout the District should be accelerated as funds and lands become available. Concerted effort should be made to establish supplemental recreational use of open space along freeways. Additionally, multi-purpose use should be an objective for other publicly-owned lands and facilities.

C. Schools

The present school facilities are inadequate for the students who attend schools in the District. A study should be made of the needs of existing students, and the required facilities should be provided for them.

D. Other Public Facilities

The development of other public facilities such as fire stations, libraries, and schools should be sequenced and timed to provide a balance between land use and public services.

Where feasible, new power distribution lines should be placed underground and the program for the undergrounding of existing lines should be continued and expanded.

II. PRIVATE PARTICIPATION

Residents and commercial groups are encouraged to undertake private actions for community improvements such as:

A. Developing and maintaining mini-parks on property provided for public use and as an interim use of vacant private lands, with permission of the owner;

B. Sponsoring clean-up and beautification programs to improve the general environment;

C. Reviewing plans for proposed projects and working with builders to insure high quality development acceptable to a large part of the community prior to submission of tract maps, zone changes, etc. to the City for approval; and

D. Planning for community centers is to be encouraged, with provision to allow for the implementation for such plans, (e.g. a community center is being planned for Beverly Glen, with the community itself to bear the cost of the center). It is recommended that other areas be encouraged to provide for similar community centers.

III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan:

A. Design: Requirement that all new and rebuilt public and private facilities observe improved site design standards.

B. Grading: Amendments to the Zoning and/or Building Codes to limit the quantity of cut and fill grading in hillside and mountainous areas.

C. Mulholland Drive Scenic Corridor Protection: Specific standards and development controls to assure protection for Mulholland Drive as a Scenic Corridor. Land use controls, sign controls, grading controls and maintenance provisions should be included.

D. Open Space Acquisition: Establishment of a right of first refusal by the City to purchase privately owned recreational facilities, including golf courses and other Privately Owned Open Space Lands.

E. Open-Space Tax Relief: Inclusion in the City's Annual Legislative Program (submitted to the State Legislature) of a proposal for tax relief for privately owned lands proposed for conservation and open space uses.

F. Property Improvement Tax Relief: Revision of laws to provide incentives to property owners making improvements to their properties.

G. Scenic Districts: Enabling ordinance providing establishment of local scenic districts and the provision of appropriate regulations therein. Design review and the other regulatory provisions should be inluded in each local scenic district in order to protect and preserve identified scenic features or values.

H. Signs: Improvement of billboard and other commercial sign controls.

I. Cluster Housing Design: Revision of the Municipal Code to better provide for improved site planning and design standards for cluster housing, both attached and detached individually owned structures, which provide greater economy of land utilization and preserve single-family residential amenities.

J. Tax Delinquent Properties: Provision for City acquisition of tax delinquent properties for open space and recreational use.

K. Parking: Zoning Code requirement for two parking spaces per multiple dwelling unit, especially in hillside and other areas where on-street parking is minimal or hazardous.

L. Building Code Amendments: Possible amendment to the City Building Code to require more adequate security features in the construction of new buildings.

M. Provision for Schools: Approval of a tract to be made dependent upon the adequacy of existing and assured school facilities for the children who would live in that tract. If adequate school facilities are not already available, the developer should be required to contribute to the activation of such facilities.

N. Notification Procedure: More comprehensive notification of any application for zone change, subdivision, variance, conditional use permit or Residential Planned Development.

O. Recreational Zone: A new zone category which would be limited to public and private recreational uses.

IV. ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed towards the implementation of the Plan. Two distinct situations are involved:

A. The City may initiate redesignation of zones appropriate to the Plan.

B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.

V. FUTURE STUDIES

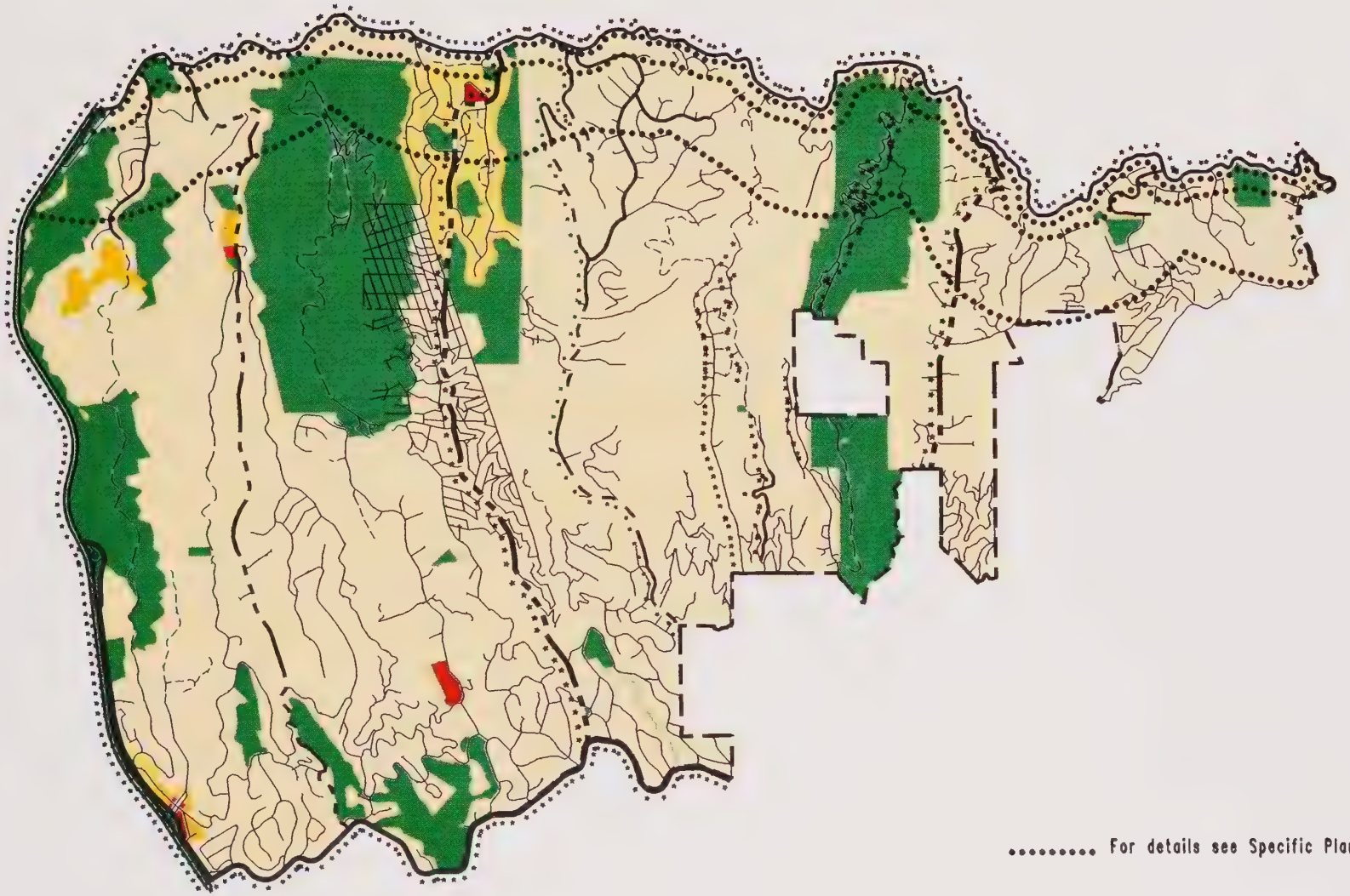
In order to systematically carry out the intent of this Plan and provide for public needs, convenience, environmental protection and general welfare, the following are suggested for special study and implementation:

A. Plans for the Mulholland Scenic Parkway Scenic Corridor and Scenic District should be developed and implemented. Plans should include, but not be limited to:

1. roadway design;
2. designation of, and provision for, acquisition of view sites, recreational areas and related facilities;
3. controls on use and intensity of lands adjacent to the Parkway;
4. designation and improvement of roads and trails for recreational purposes;
5. prohibition and/or control of signs and billboards;
6. location of other public facilities which are necessary along the parkway; and
7. general protection of the eco-systems presently populating the area.

B. Criteria for determining appropriate building sites in relation to natural slopes should be developed.

C. Administrative procedures and/or legislation of an appropriate nature should be determined which will assure the preservation and maintenance of privately owned open space, especially when such open space is set aside as a part of a development plan.



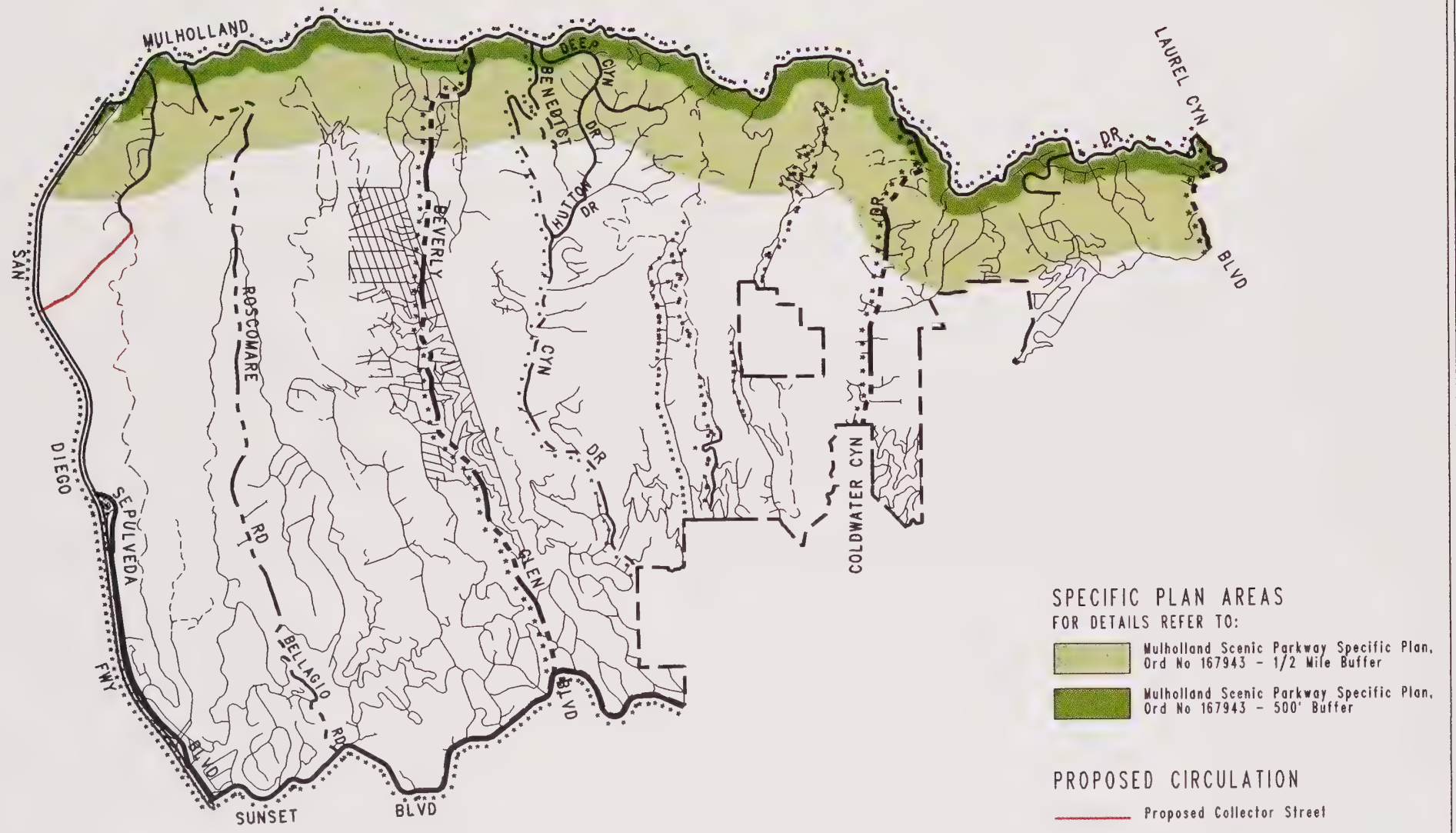
..... For details see Specific Plans

BEL AIR - BEVERLY CREST
GENERALIZED LAND USE

N

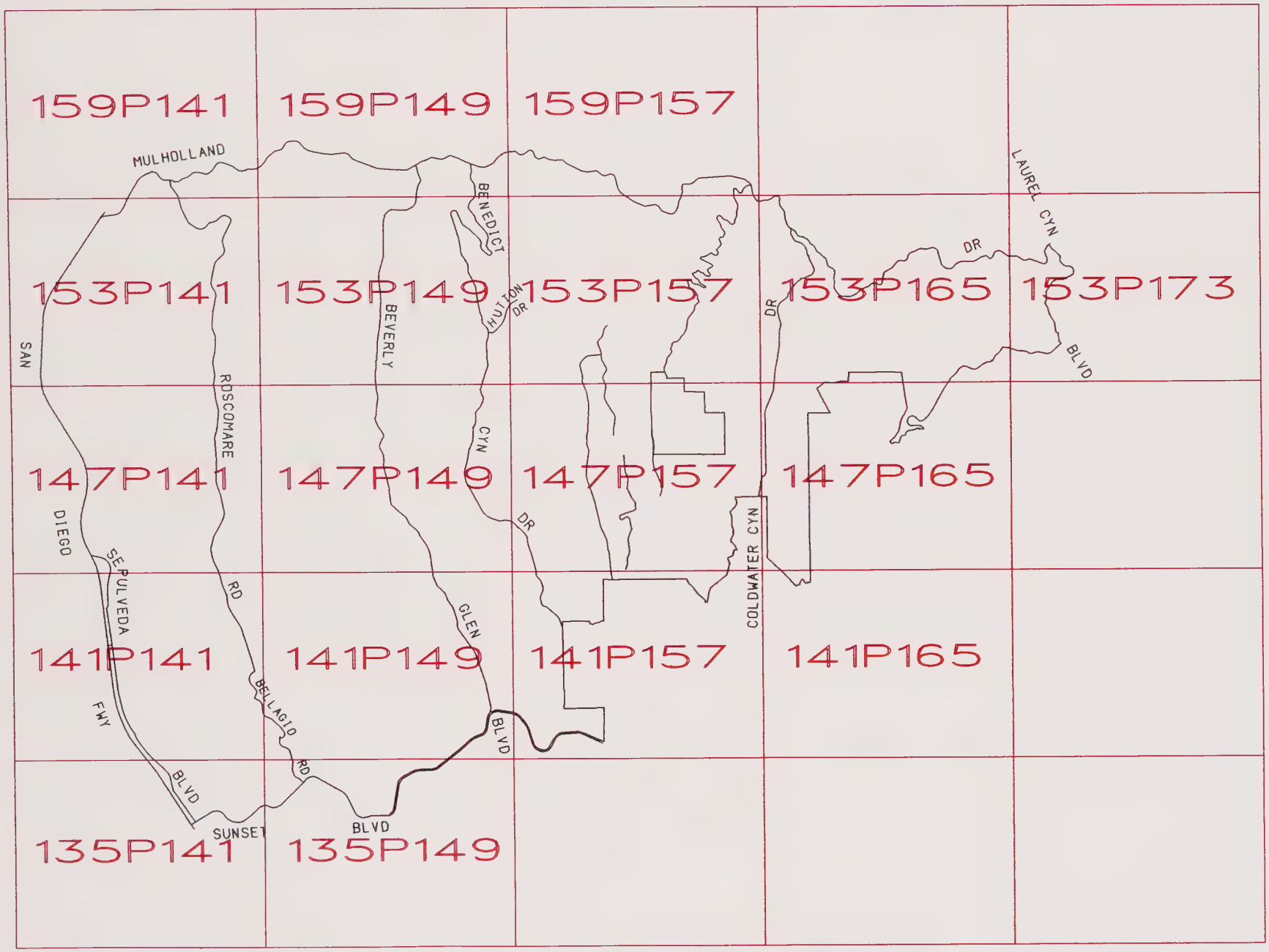
NOT TO SCALE

03/91



BEL AIR - BEVERLY CREST
GENERALIZED CIRCULATION

03/91

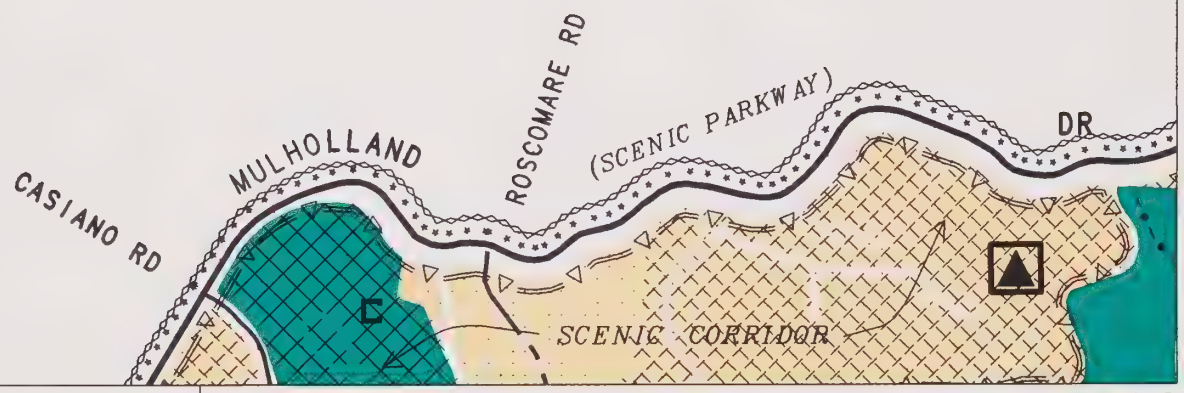


BEL AIR -
BEVERLY CREST
INDEX MAP

N

NOT TO SCALE 03/91

SHERMAN OAKS - STUDIO CITY -
TOLUCA LAKE PLAN



SEE MAP 159P149

SEE MAP 153P141

162-149

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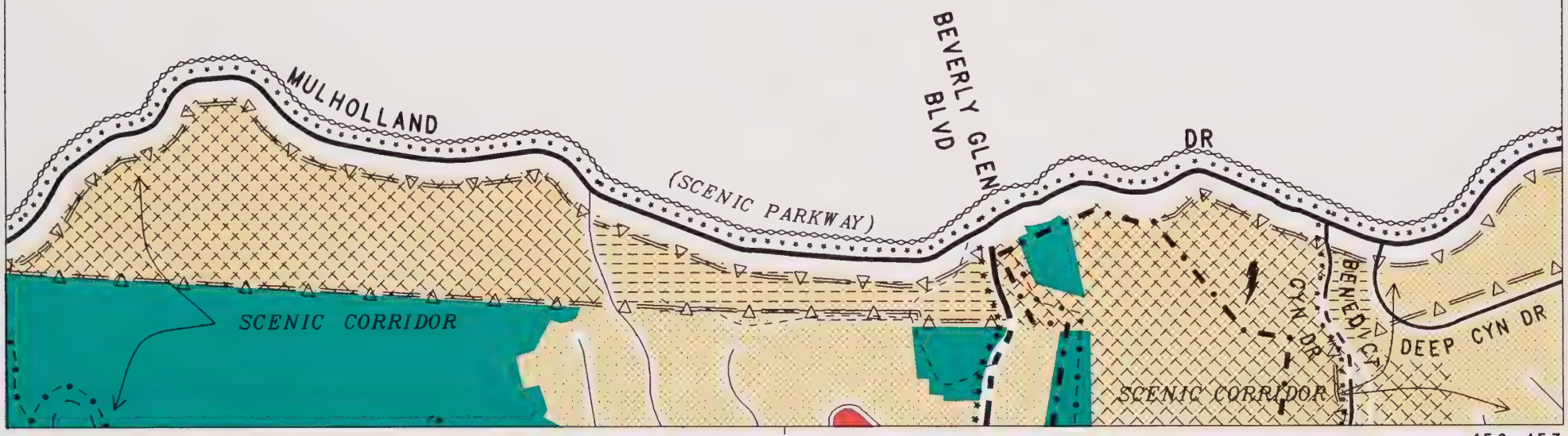
SEE MAP 159P141

SEE MAP 159P157

SHERMAN OAKS - STUDIO CITY -
TOLUCA LAKE PLAN



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SEE MAP 153P149

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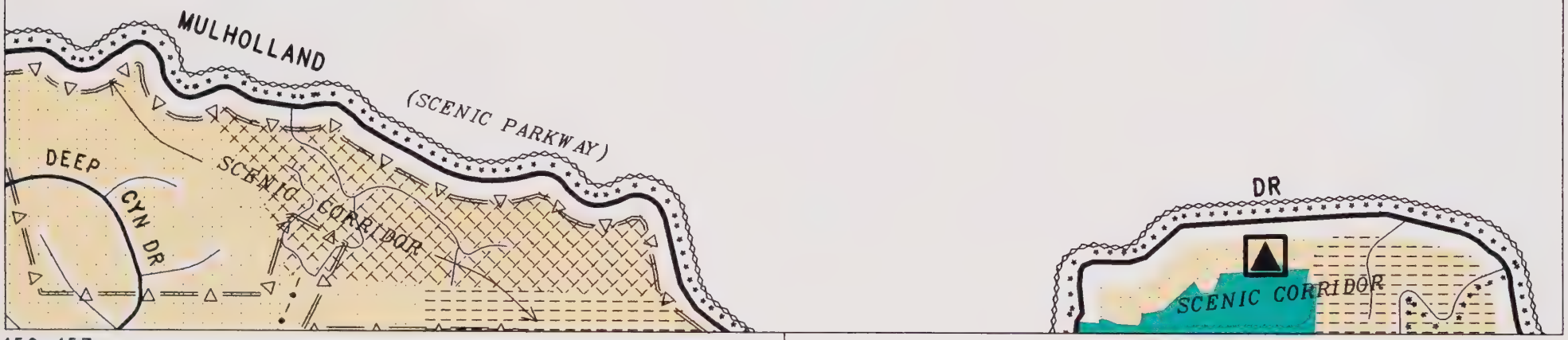
SEE MAP 159P149

SHERMAN OAKS – STUDIO CITY –
TOLUCA LAKE PLAN



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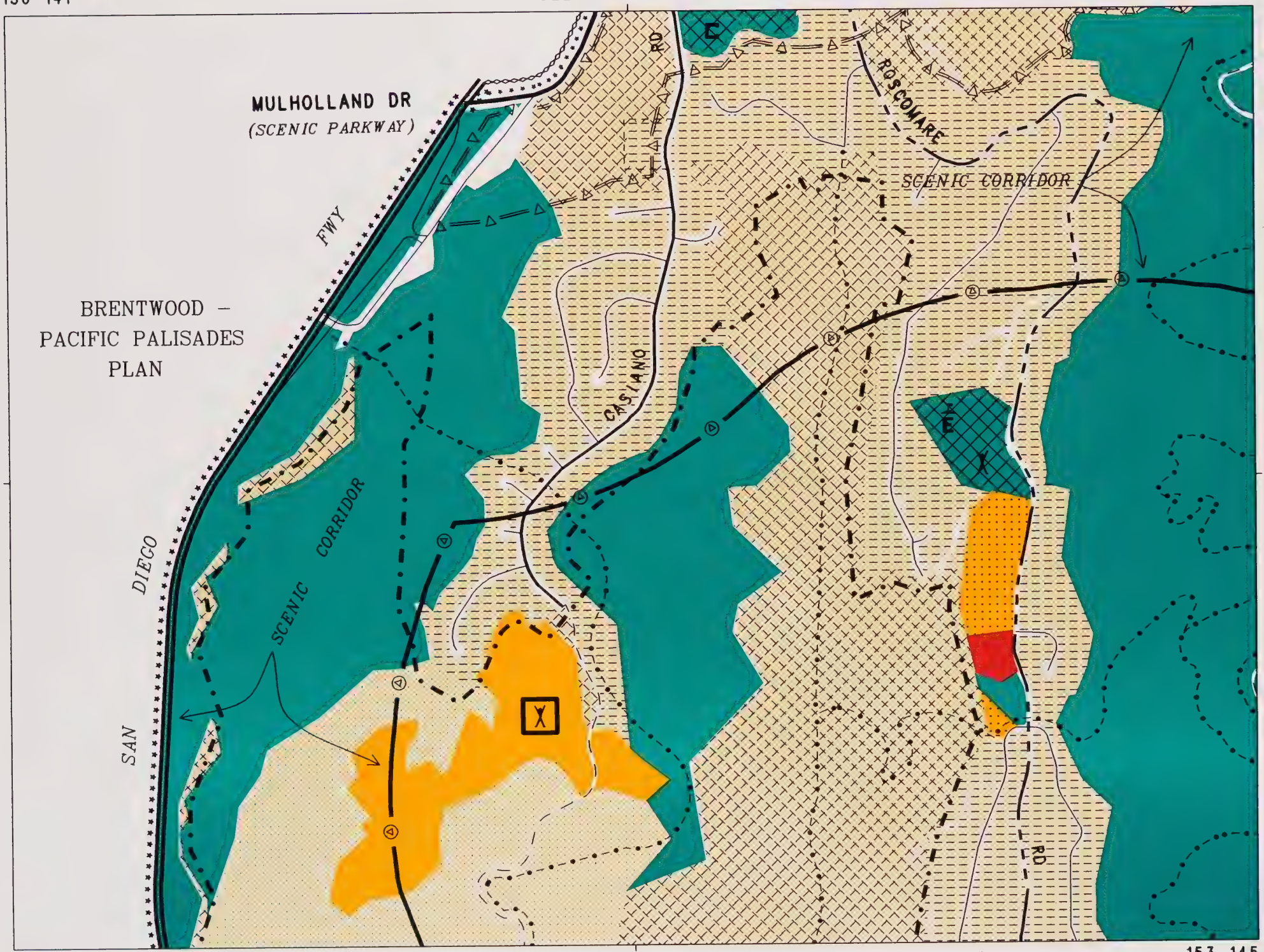

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153-141 SEE MAP 147P141 03/91 -BB 153-145

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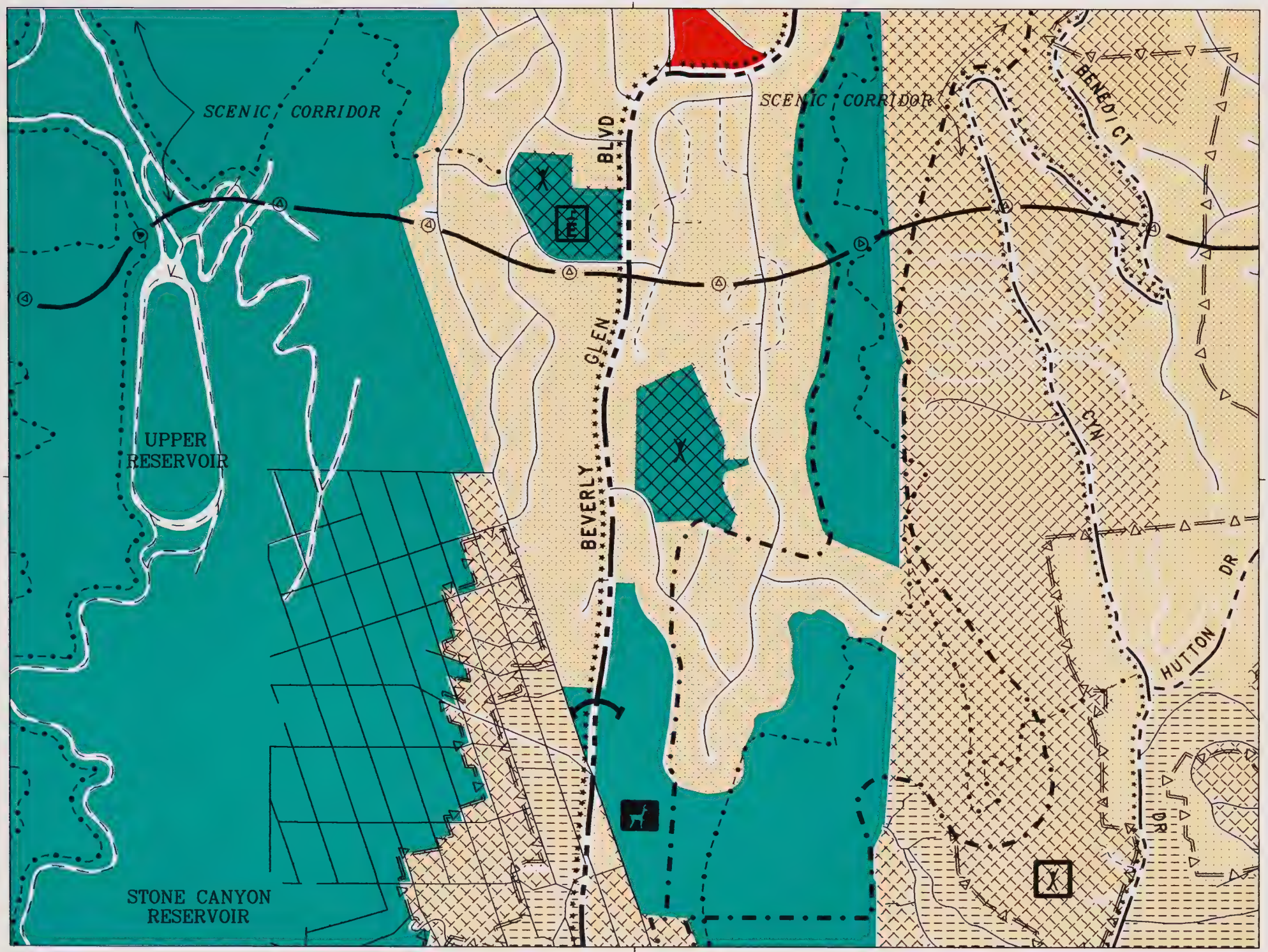

SEE MAP 153P141

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153-149 SEE MAP 147P149 03/91 -BB 153-153

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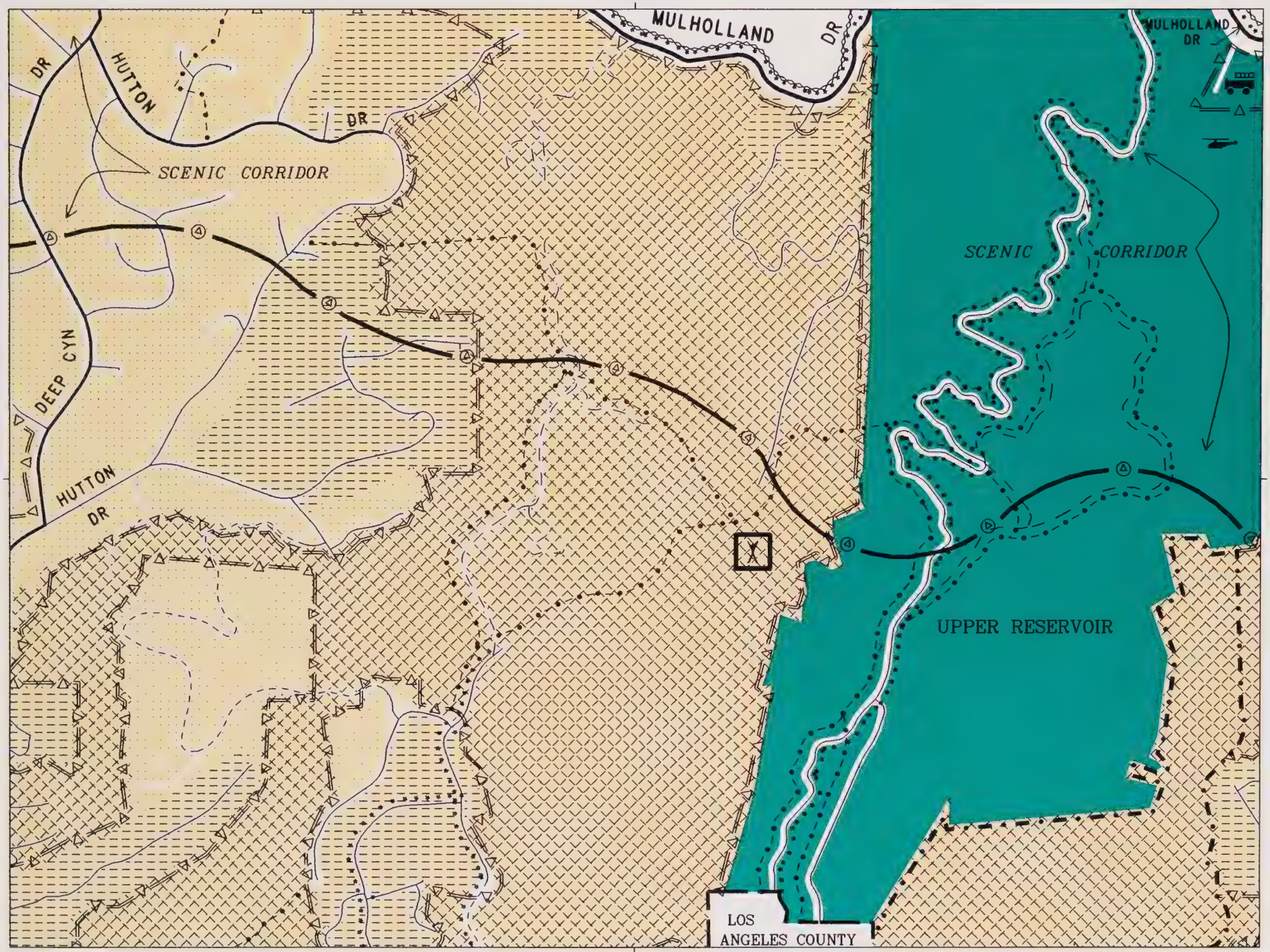

SEE MAP 153P149

SEE MAP 153P165

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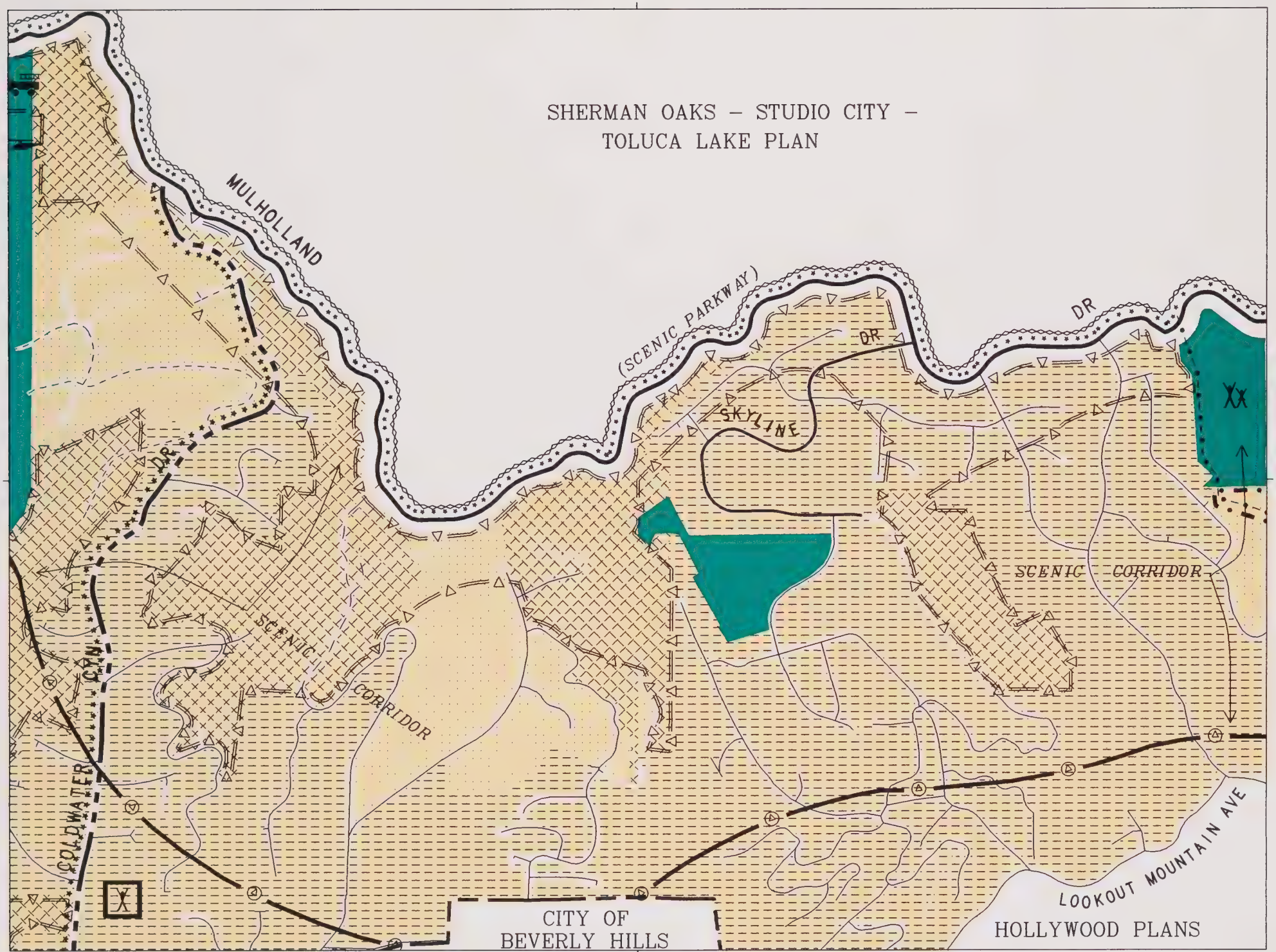
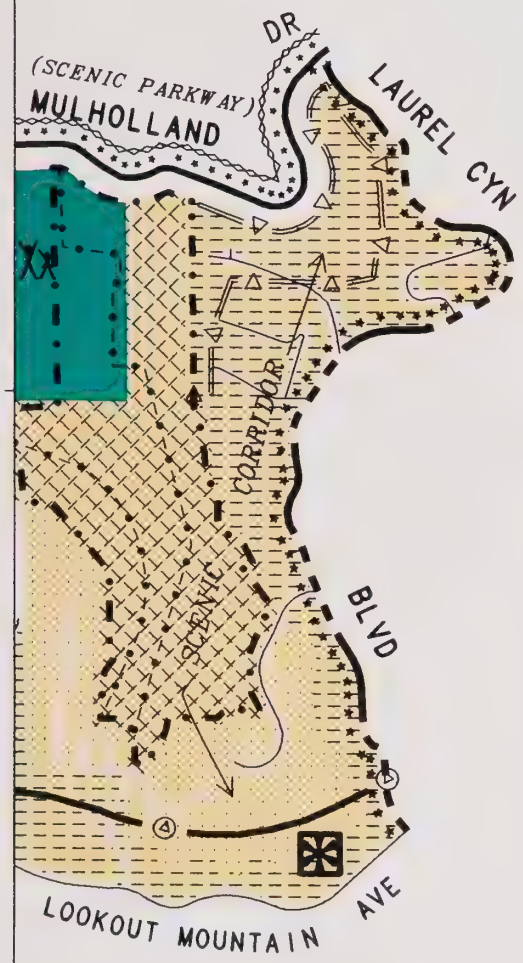


SEE MAP 153P157

SEE MAP 153P173

SEE MAP 147P165

SHERMAN OAKS – STUDIO CITY –
TOLUCA LAKE PLAN



SEE MAP 153P165

HOLLYWOOD PLAN

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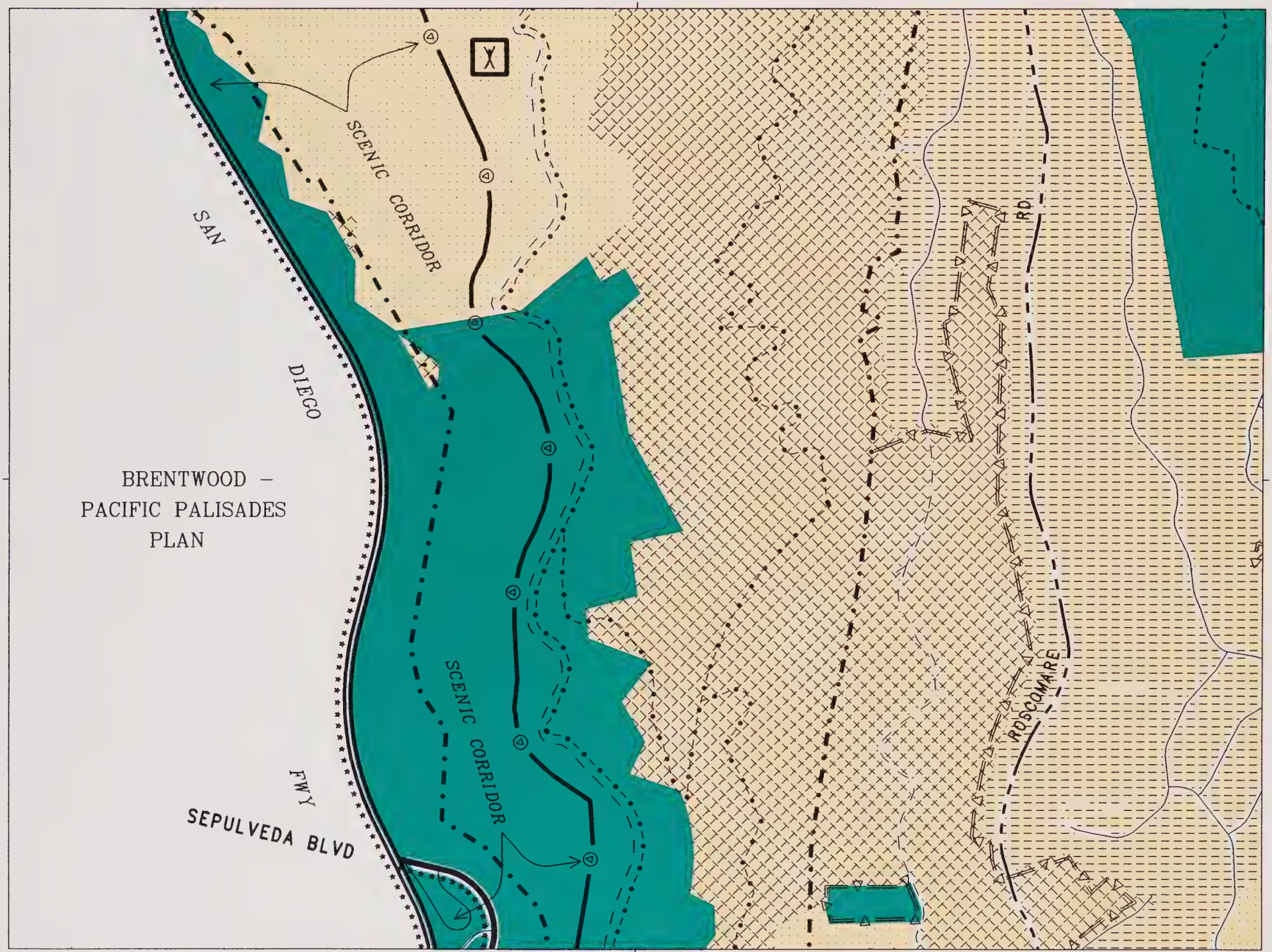

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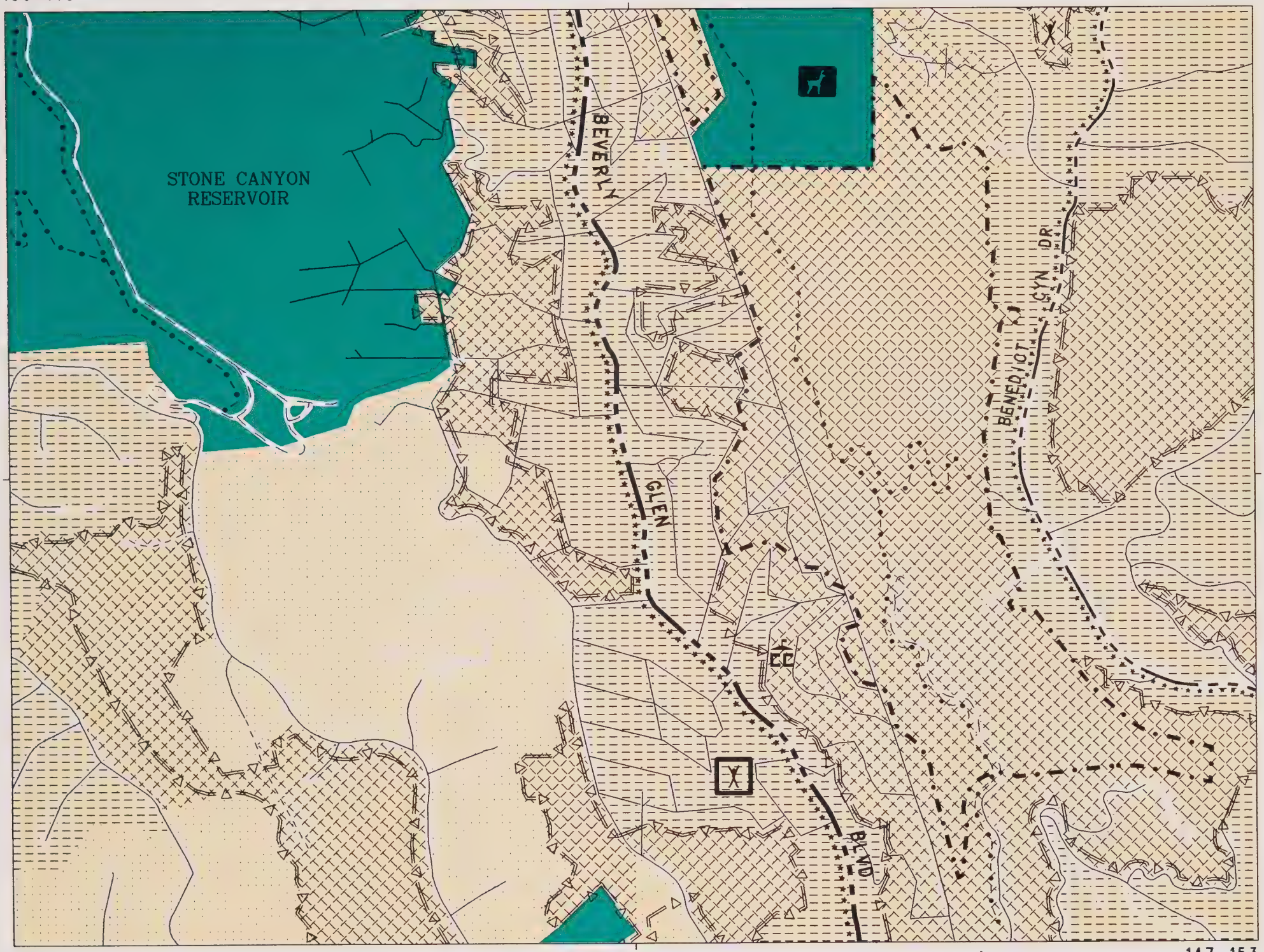

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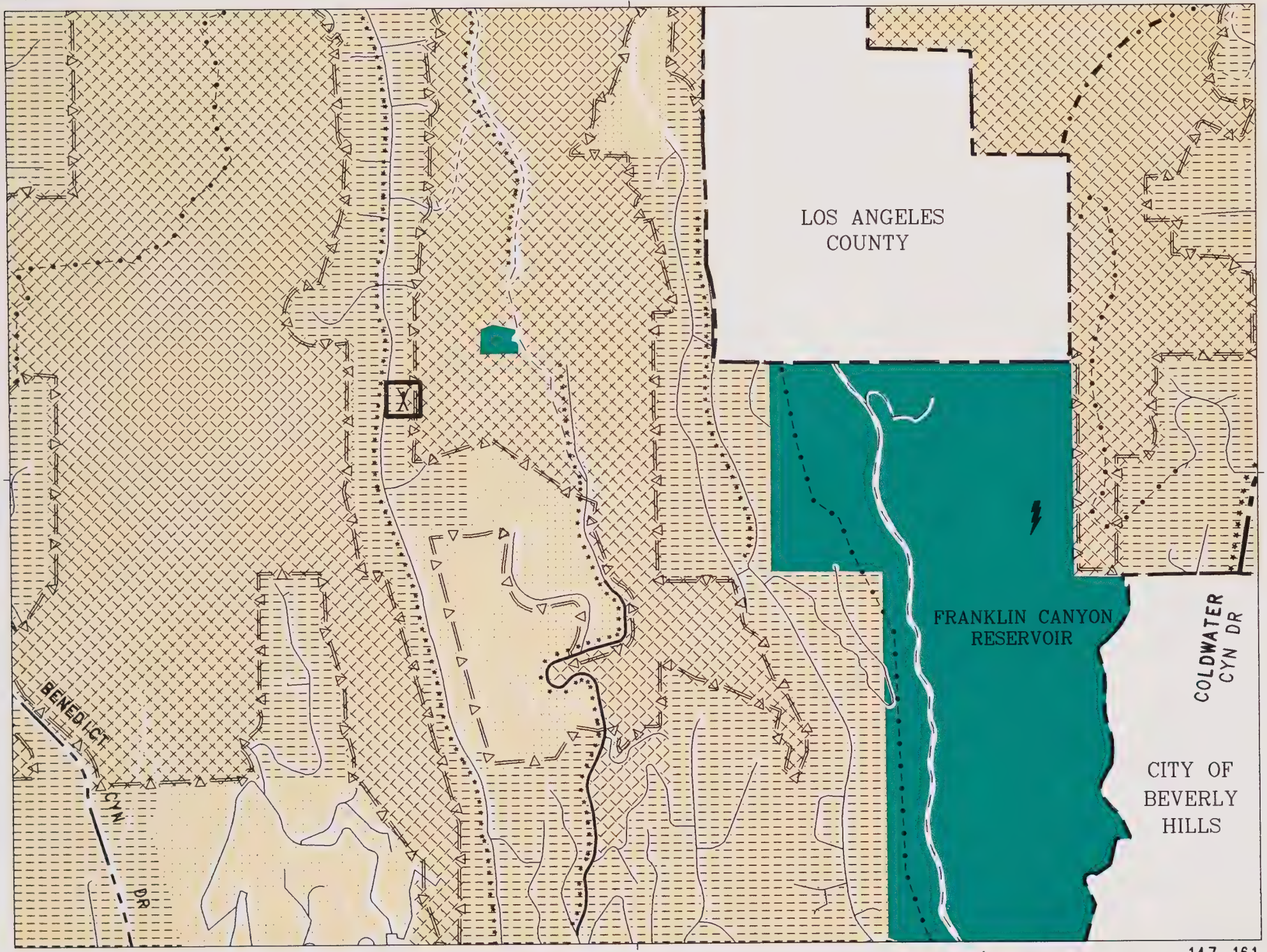

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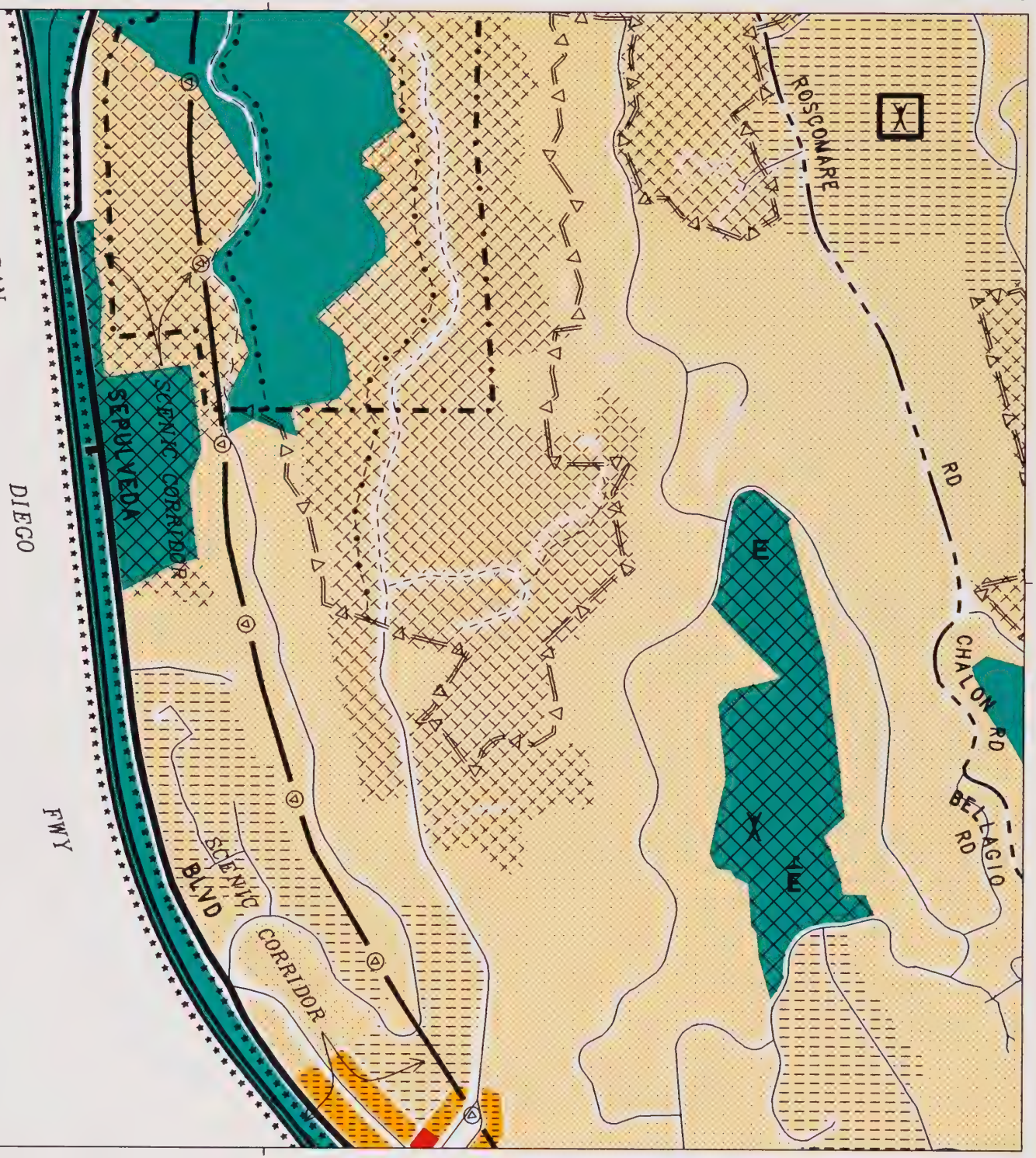
BRENTWOOD –
PACIFIC PALISADES
PLAN



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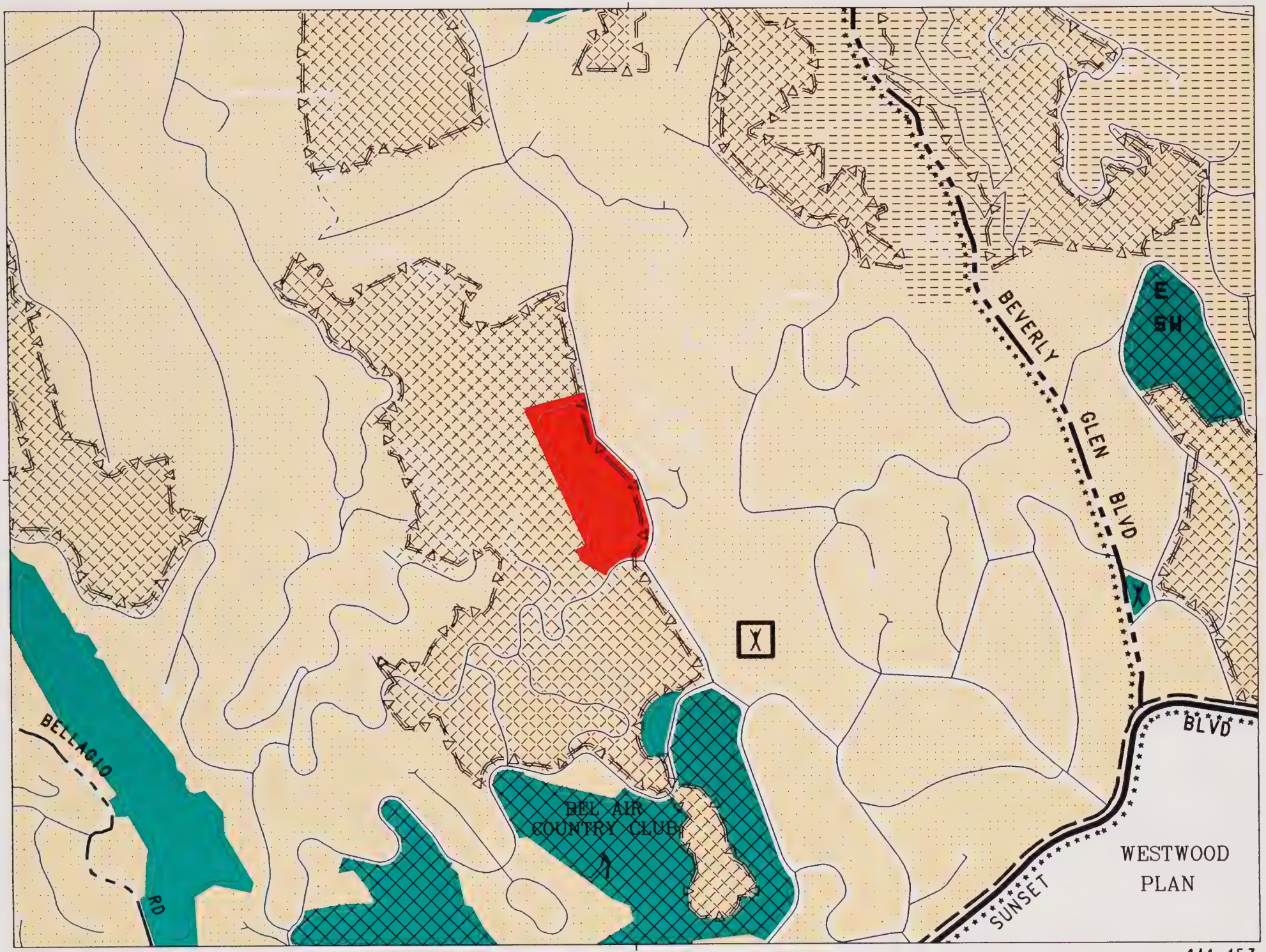

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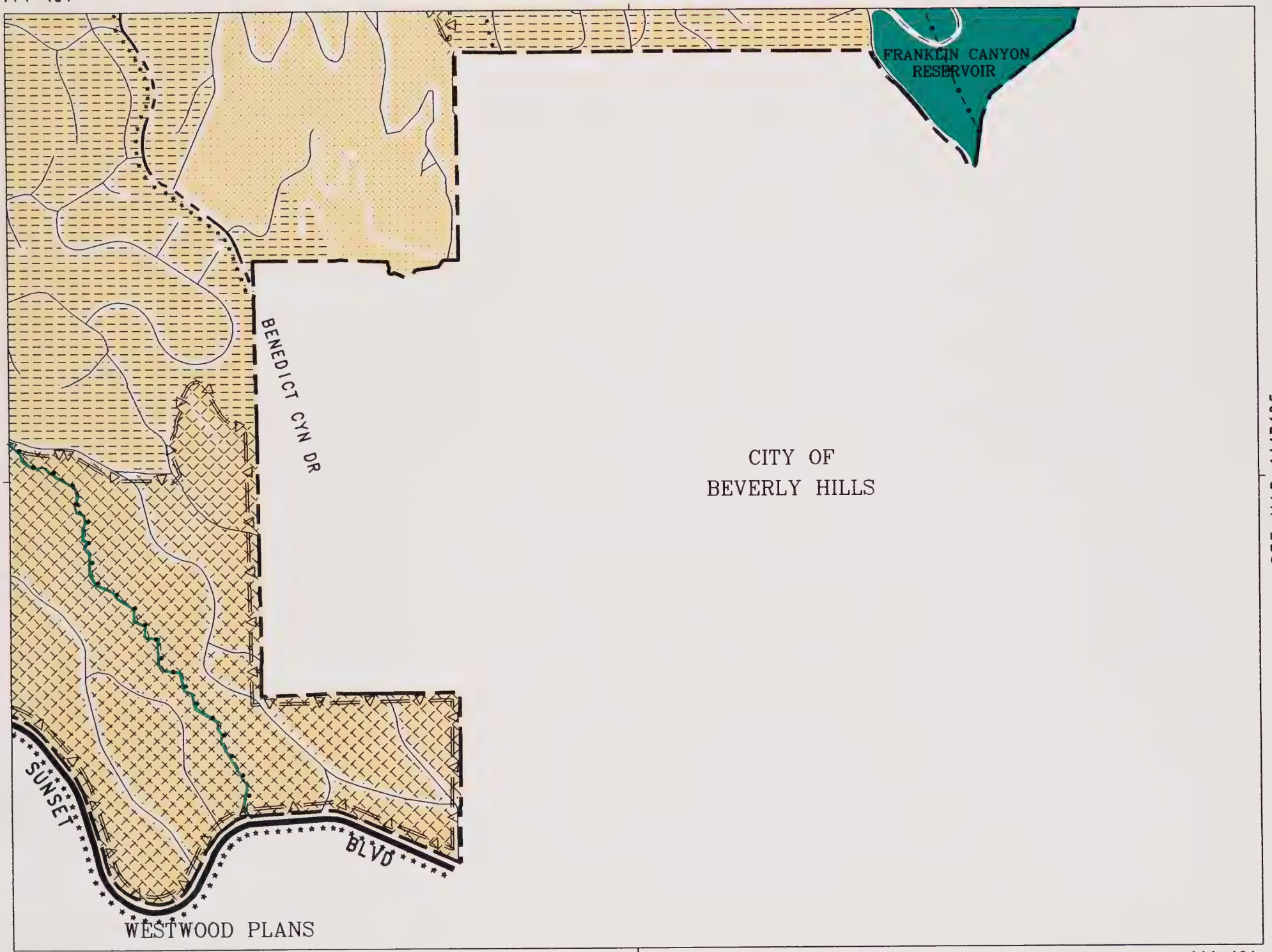

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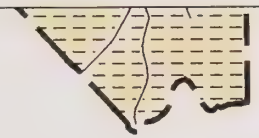

CITY OF
BEVERLY HILLS

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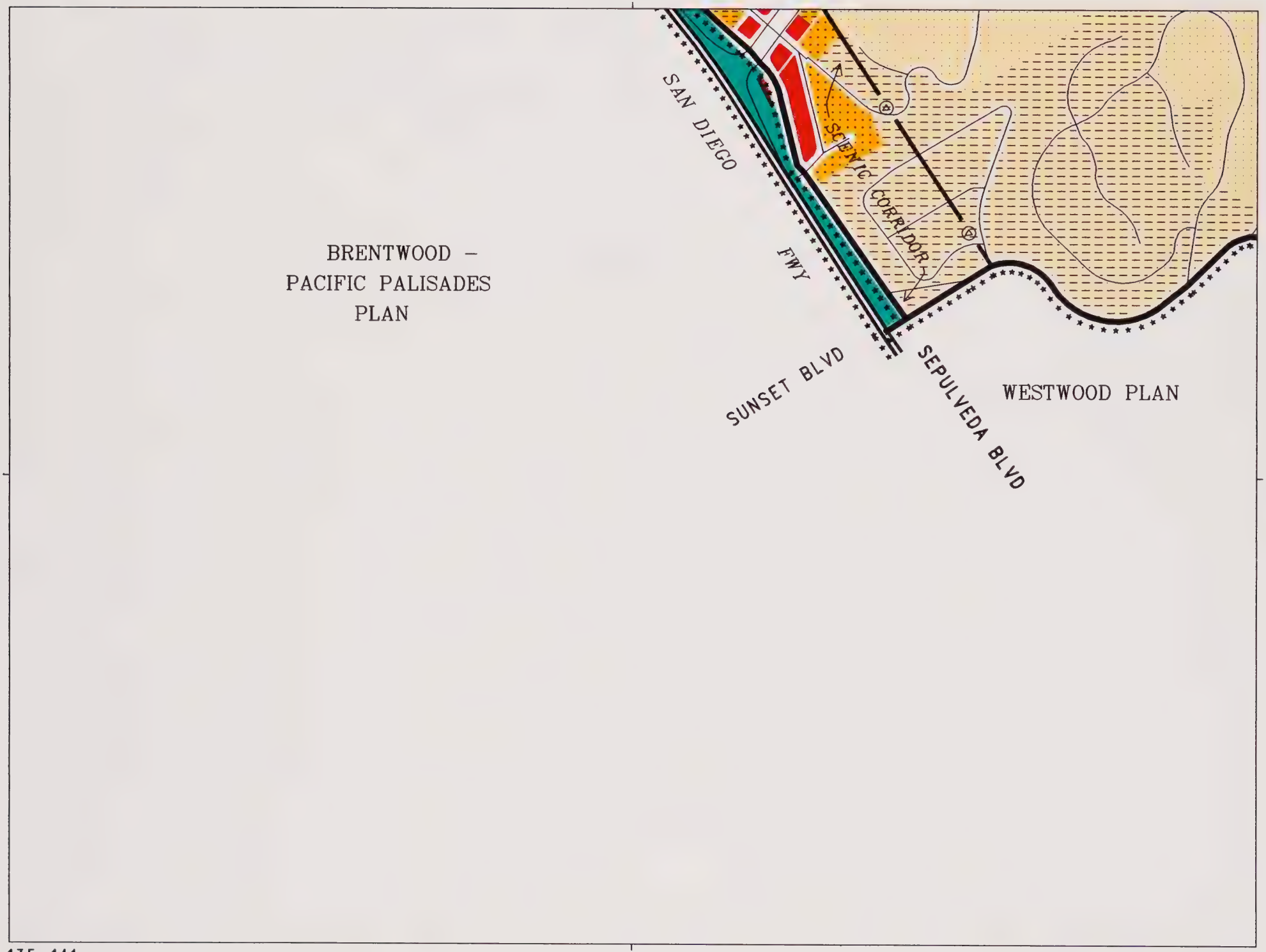

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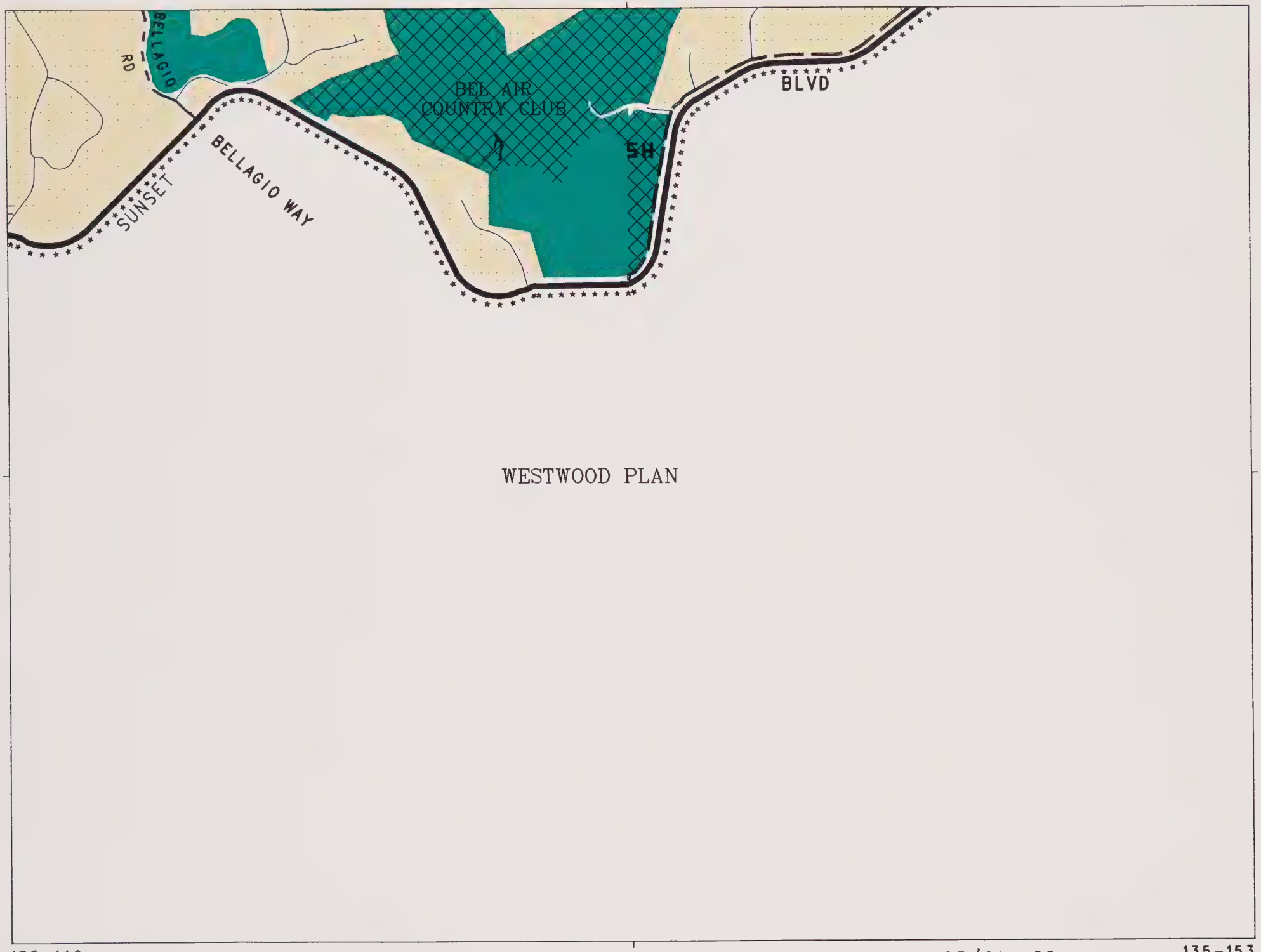

SEE MAP 135P141

NOTES

1. Development of lands located in hillside areas may be limited by the suitability of the geology of the area for development, and the stecpness of the natural topography of the various parts of the area. In areas designated for Minimum Density Housing the dwelling unit density shall not exceed that allowed by the following formula; but in any case should not be greater than one dwelling unit per acre, nor less than 0.05 dwelling units per acre.
   $D = (50 - S) / 35$ Where: D = the maximum number of dwelling units per gross acre allowable and S= the average natural slope of the land in percent. Lands designated as Privately Owned Open Space are considered to be in the Minimum Density category. Density transfer should be allowed in the areas designated in the Minimum Density category as long as the total number of dwelling units indicated for any development is not increased and adequate access is available from two or more directions.
2. Gross acreage includes abutting streets.
3. Open Space (OS) Zone is being considered (1975) for enactment as part of the City's Zoning and Planning Code.
4. Height District No. 1-VI.
5. Includes associated parking.
6. Area Ratio 1:1.
7. Open Space designations on the Plan Map conform to the definition of "Open Space Land" set forth in Article 10.5 of the State of California Government Code and to the City's Open Space Plan.
8. Desirable Open Space is land which possesses open space characteristics which should be protected and where additional development controls such as proposed in this Plan and the Open Space Plan are needed to conserve such characteristics. These lands may be either publicly or privately owned. Conservation of such characteristics is needed to ensure the usefulness, safety and desirability of adjacent lands and to maintain the overall health, safety, welfare and attractiveness of the community.
9. Areas depicted as "Most Significant Areas, Desirable Open Space" are lands which should receive high priority consideration for appropriate measures to preserve or conserve the land and its biotic systems.
10. Quasi-Public land designations on this Map indicate existing uses which are anticipated to remain. The Plan does not propose public acquisition of the designated lands.
11. Boxed symbol denote, the general location of a proposed facility. It does not designate any specific private property for acquisition. Such facility may appropriately be located within an area efined by the locational and service radius standards contained in the individual facility plans comprising the Service Systems Element of the General Plan.
12. There is a need, through continuing studies, for finding means of facilitating cross-mountain transportation. Because of the special character of the Santa Monica Mountains, the area needs special monitoring and consideration.
13. Local streets and Freeway interchanges are shown for reference only.
14. Sunset Boulevard is designated as a Major Highway but is not to be widened or realigned for the purpose of increasing capacity during the twenty years life of the Plan.
15. These roads should be designed in a manner as to least disrupt the scenic qualities of the areas they traverse. They should provide scenic and recreation facilities such as scenic turn-outs; bicycle, hiking, and equestrian trails; and access to parks, camp-grounds, and natural preserves. Specific standards for these roads are to be developed as part of the Scenic Highway Element
16. Certain streets and highways are designated as Mountain Arterial Streets and Mountain Collector Streets and are described in the Plan Text.
17. When the use of property designated as "Open Space" (e.g. recreation, environmental protection) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to conditional use. The decision-makers shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning classifications or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
18. When the use of property designated as "Public/Quasi-Public Use" (e.g. school, university, hospital, major institutions) is proposed for a use other than that existing or which has been deemed to be approved per LAMC 12.24-F, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to conditional use. The decision-makers shall find that the proposed use is consistent with the intent and objective of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
19. Uses and intensities on the subject site shall be limited to those permitted under Ordinance NO. 157,685 published on May 27, 1983.
20. Existing mobilehome parks are consistent with the Plan. Future mobilhome parks shall be consistent with the Plan when developed in the RMP Zone.
21. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (LAMC) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations. Zones established in the LAMC subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended too so indicate. It is the intent of the Plan, that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.

LAND USE

RESIDENTIAL

LOW DENSITY	CORRESPONDING ZONES	MULTIPLE FAMILY	CORRESPONDING ZONES
MINIMUM [1]	A1,A2,RE40	LOW MEDIUM I	R2,RD5,RD4,RD3
VERY LOW I	RE20	LOW MEDIUM II [4]	RD2,RD1.5
VERY LOW II	RE15	MEDIUM [4]	R3
LOW	RE9		

COMMERCIAL [5]

NEIGHBORHOOD [4,6] C1,C1.5,P

OPEN SPACE [3,7]

OPEN SPACE [17]

PUBLIC/QUASI-PUBLIC [10,18]

NOTES:

Proposed [11]

CIRCULATION [12]

Scenic Freeway [13]

Scenic Major Hwy [14,15]

Scenic Mountain Arterial Street [15,16]

Collector Street

Mountain Collector Street

Mountain Collector Scenic Street [16]

Local Street [13]

Local Scenic Road

Scenic Parkway

Park Road

Private Street

Hiking Trail

Equestria, Hiking & Bicycle Trail

Scenic Corridor

ADMINISTRATIVE BOUNDARY

City Boundary

Community Boundary

SPECIAL BOUNDARY

Desirable Open Space

Most Significant Area Desirable Open Space

SERVICE SYSTEMS [11]

SCHOOLS

Elementary School

Private Schools

RECREATIONAL SITES

Neighborhood

Community

Golf Course - Private

Scenic View Site

OTHER FACILITIES

Fire Station

Helistop

Power Distribution Station

Historical Site

Community Center

Wildlife Preserve

Wildlife Preserve Gate

SCALE: 1 IN = 800 ft

N

SUMMARY OF LAND USE

LAND USE

RESIDENTIAL	DWELLING UNITS PER GROSS ACRE[2]	CORRESPONDING ZONES				
Minimum[1]	0.5 to 1	A1, A2, RE40	Single Family Residential		TOTAL RESIDENTIAL	
			Total Acres	7,758	Total Acres	7,776
Very Low I	1+ to 2	RE20	% of Total Area	78	% of Total Area	78.2
			Dwelling Unit Capacity	8,682	Dwelling Unit Capacity	9,022
Very Low II	2+ to 3	RE15	Population Capacity	9,022	Population Capacity	24,955
Low	3+ to 7	RE9				
Low Medium I	7+ to 12	R2, RD5, RD4, RD3	Multiple Family Residential			
			Total Acres	10		
			% of Total Area	.2		
Low Medium II	12+ to 24[4]	RD2, RD1.5	Dwelling Unit Capacity	340		
			Population Capacity	9,022		
Medium	24+ to 40[4]	R3				

COMMERCIAL[5]

Neighborhood[4,6]	C1, C1.5, C2, C4, P	Neighborhood		TOTAL COMMERCIAL	
		Total Acres	16	Total Acres	16
		% of Total Area	.16	% of Total Area	.2

OPEN SPACE[3,7,10,17,18]

TOTAL OPEN SPACE	
Total Acres	2,156
% of Total Area	21.6
TOTAL ACRES	9,948

Original Credit Page

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CARTOGRAPHY
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Mason Dooley, Photographer

MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN

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2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

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Part 1

MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN
ORDINANCE 167,943
EFFECTIVE JUNE 29, 1992

SUMMARY OF PROVISIONS

The general intent of the Mulholland Scenic Parkway Specific Plan is to promote and maintain Mulholland Drive as a scenic parkway. The Plan contains various provisions aimed at minimizing the impact of new structures, preserving the recreational and open space facilities and resources in the area, and promoting the preservation of existing native vegetation consistent with the natural environmental which surrounds it.

Inner Corridor Regulations.

The inner corridor regulation apply to the area which extends 500 feet outward from the outermost boundary of the Mulholland Drive right-of-way.

Provisions for this area are contained in Section 5 of the Plan ordinance. Section 5 is subdivided into four district parts:

- Uses;
- Environmental protection measures;
- Grading; and
- Building standards.

Uses.

These uses are permitted provided they conform and are consistent with the intent of the Plan:

- One-family dwellings and related parking and accessory buildings
- Fences, gates and walls
- Driveways
- Night lighting on private property
- Landscape materials
- Core trail
- Major vista points

These discretionary uses may be permitted provided the Director approves such uses after making certain findings:

- Private recreational facilities and associated lighting
- Parks, playgrounds, equestrian facilities and game courts
- Temporary uses and structures required by special events
- Schools, churches, and accessory buildings

Environmental Protection Measures.

In order to preserve and enhance the parkway's outstanding and unique scenic features and resources, the Plan provides environmental protection measures for the following:

- Prominent ridges
- Streams
- Projects near parklands
- Oak trees
- Archeological and paleontological resources

Grading.

In order to minimize grading and preserve the natural topographic variation within the Plan area, a limited amount of grading is permitted within the inner corridor.

The amount of grading allowed is one cubic yard of earth per four square feet of lot area per lot. The Director may approve grading up to two cubic yards of earth per four square feet of lot area per lot. However, corrective grading as determined by the Department of Building and Safety is not to be included in this calculation.

Building Standards.

The allowable height of a building in the inner corridor is defined by two provisions. The first applies to lots that abut the Mulholland Drive right-of-way. These lots cannot exceed a height of 15 feet maximum. Buildings built beyond the initial 100 feet up to outer limit of the inner corridor cannot exceed a height of 30 feet for a upslope lot and 40 feet for a downslope lot.

Within this provision, other building standards apply to such items as yard requirements; fences, gates and walls; drains pipes; utilities within new subdivisions; and roofs.

Outer Corridor Regulations.

The outer corridor regulations apply to the area which lies between the inner corridor outermost boundary and one-half mile outward from the Mulholland Drive right-of-way.

Provisions for this area are contained in Section 6 of the Plan ordinance. Section 6 is subdivided into four district parts similar to Section 5:

1. Uses;
2. Environmental Protection Measures;
3. Grading; and
4. Allowable building heights.

Uses.

The uses allowed in the inner corridor are also allowed in the outer corridor provided they conform to and are

consistent with the intent of the Plan. Additionally, commercial, low-medium 1, and low-medium II uses are allowed provided they are consistent with the applicable community plan.

Discretionary uses permitted in the inner corridor are permitted in the outer corridor.

Environmental Protection Measures.

All the environmental protection measures required in the inner corridor are required in the outer corridor.

Grading.

The amount of grading allowed in the outer corridor is two cubic yards of earth per four square feet of lot area per lot. The Director may approve up to 4 cubic yards per four square feet of lot area.. However, corrective grading as determined by the Department of Building and Safety is not to be included in the calculation.

Allowable Building Height.

The allowable height of building or structure visible from Mulholland Drive shall not exceed 40 feet.

Mulholland Drive and Right-of-Way Regulations.

As a means of preserving Mulholland Drive as a slow-speed, low-intensity drive, Section 7 of the Plan provides a number of regulation to maintain Mulholland Drive as a two lane, one lane in each direction, highway.

Section 7 is subdivided into five parts of which the first two, Changes and/or Improvements and Alignment and Design, are most significant:

Changes and Improvements

- No change or improvement may be made to the alignment or design of Mulholland Drive without the prior approval of the City Council.

- An exception to this is for road resurfacing and street maintenance.

Alignment and Design.

Any changes or improvements to the alignment or design of Mulholland Drive must conform to the following standards:

- Roadway and alignment - Mulholland Drive must remain at its existing alignment

- Right-of-way - the width of the right-of-way must remain as is.

- Travel lanes and shoulders - Mulholland Drive shall consist of two travel lanes, one in each direction with a maximum width of 15 feet per lane. The shoulder shall be five feet wide.

- Turn lanes - prior approval for a turn lane is required and shall be a maximum of 12 feet wide.

- Speed limit - two the extent permitted by law, the posted speed limit shall prohibit speeds in excess of 25 miles per hour.

- Sidewalks, curbs and berms - no sidewalks or curbs shall be permitted. Berms are allowed for drainage control.

- Median strip - no median strip is allowed.

- Signs - signs indicating the location of the core trail crossings and the major Vista Points are allowed only.

- Plant material - existing fire resistent, native-type plants and trees shall be preserved.

- Existing slopes - no grading of existing slopes is allowed if they are stable.

- Rock formation and outcropping - all natural rock formations and outcroppings shall be preserved on site.

Core Trail.

Section 8 allows for the creation of a core trail to be utilized by hikers, joggers and equestrians. The location and design of the core trail shall be approved by the City Council.

Major Vista Points.

Section 9 designates 14 major vista points, 4 of which currently exist. Development of the remaining locations to be approved by the City Council.

Landscaping.

The Plans landscaping standards are intended to preserve the area's existing native plants and to promote the replanting of graded slopes. The standards are:

- Graded slopes must be landform graded and landform planted. Landscaping must be installed within 6 months of the completion of grading.

- Plant material in the inner corridor shall not obstruct the view from Mulholland Drive.

- Landscaping shall consist of native-type fire resistant plant materials.

- Oak trees shall not be removed.

- Native trees must be replaced with the same type of tree on a 2 to 1 ratio.

- A landscape plan must be submitted to the Design Review Board for review and approval.

Design Review Process.

The Mulholland Scenic Parkway Specific Plan establishes a Design Review Board.

At least three members of the Board must be residents of the Mulholland area or its immediate environs and three members must be from professions involved in construction or design.

The primary responsibility of the Board is to ensure that the dictates of the Mulholland Scenic Parkway Specific Plan are strictly followed. The Board makes recommendations to the Director of Planning regarding the design of all projects, including site layout, facade design, materials, landscaping, building bulk, height and other design features.

The Mulholland Scenic Parkway Specific Plan outlines the following procedures for the Design Review Board:

1. Prior to the submission of working drawings to the Department of Building and Safety, the Board reviews preliminary site plans for consideration and approval.

2. The Board has ten days subsequent to receipt of plans to submit a recommendation to the Director of Planning.

The recommendation, submitted to the Director of Planning in writing, must consider compliance with the relevant criteria indicated in Mulholland Scenic Parkway Specific Plan.

3. In the event the Planning Director's decision differs substantially from that of the Board, the Director must indicate why it differs, as a part of his findings. The Board or any other aggrieved party, has the right to appeal his decision to the City Planning Commission and ultimately to the City Council.

MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN
ORDINANCE 167,943
EFFECTIVE JUNE 29, 1992

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MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN
ORDINANCE 167,943
EFFECTIVE JUNE 29, 1992

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Part 4

MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN ORDINANCE NO. 167,943 ADOPTED MAY 13, 1992

An ordinance establishing a specific plan for the Mulholland Scenic Parkway.

WHEREAS, Mulholland Drive, opened in 1924, makes available to all people spectacular mountain, ocean and city views, and scenic and recreational opportunities from the Hollywood Freeway to the westerly Los Angeles City-County boundary line; and

WHEREAS, these amenities and resources are valuable to the city as a whole, and should be protected and enhanced by means of land use and design controls tailored to the physical character of the Mulholland Scenic Parkway and Santa Monica Mountains; and

WHEREAS, these scenic and recreational resources form a portion of the Santa Monica Mountains National Recreation Area, unique to a major urban area, recognized by Federal, State and local plans and programs; and

WHEREAS, the Santa Monica Mountains Comprehensive Plan, approved by the United States Secretary of the Interior, calls for coordinated development within the Mulholland Scenic Parkway to ensure consistency with the objectives of said plan; and

WHEREAS, the Scenic Highways Plan, a part of the Circulation Element of Los Angeles City's General Plan, designates the Mulholland Scenic Parkway as a scenic highway and mandates that scenic corridor specific plans be prepared for each designated scenic highway consisting of corridor boundaries and specific controls for the protection and enhancement of scenic resources, individually tailored to the unique character of each designated scenic highway; and

WHEREAS, the City's other adopted General Plan elements, including the Open Space Plan and portions of the Bel Air-Beverly Crest District Plan, the Brentwood-Pacific Palisades District Plan, the Encino-Tarzana District Plan, and the Sherman Oaks-Studio City-Toluca Lake District Plan also call for a specific plan and/or other plans and ordinances to assure protection of Mulholland Drive as a scenic corridor; and

WHEREAS, sensitive development assured by a specific plan which integrates the transportation, land use and recreation aspects of the scenic parkway will create a low-intensity, low-volume, slow-speed, parkway-type setting; and

WHEREAS, such specific plan implements the spirit and intent of the recommendations and guidelines contained in the Report of the Citizens Advisory Committee on the Mulholland Scenic Parkway adopted by the City Council on March 26, 1973; and

WHEREAS, on March 26, 1973, the City Council directed the Director of Planning to conduct the necessary studies and to prepare an ordinance to implement and accomplish the preservation of the Mulholland Scenic Parkway; **NOW THEREFORE,**

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. ESTABLISHMENT OF MULHOLLAND SCENIC PARKWAY SPECIFIC PLAN.

The Mulholland Scenic Parkway Specific Plan is hereby established and is applicable to that area of the City of Los Angeles shown within the thick solid black line delineating the inner corridor, and between the thick solid black line and the dashed black line delineating the outer corridor on the maps designated 1A through 6A.

Sec. 2. PURPOSES.

The purposes of this Specific Plan are as follows:

A. To assure maximum preservation and enhancement of the parkway's outstanding and unique scenic features and resources.

B. To preserve Mulholland Drive as a slow-speed, low-intensity drive.

C. To preserve and enhance land having exceptional recreational and/or educational value.

D. To assure that land uses are compatible with the parkway environment.

E. To assure that the design and placement of buildings and other improvements preserve, complement and/or enhance views from Mulholland Drive.

F. To preserve the existing residential character of areas along and adjoining the right-of-way.

G. To minimize grading and assure that graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.

H. To preserve the natural topographic variation within the Inner and Outer Corridors.

I. To reduce the visual intrusion caused by excessive lighting.

J. To minimize driveway and private street access into the right-of-way.

K. To preserve the existing ecological balance.

L. To protect prominent ridges, streams, and environmentally sensitive areas; and the aquatic, biologic, geologic, and topographic features therein.

M. To protect all identified archaeological and paleontological resources.

O. To provide a review process of all projects which are visible from Mulholland Drive to assure their conformance to the purposes and development standards contained in the Specific Plan and the Landform Grading Manual.

Sec. 3. SPECIFIC PLAN APPLICATION.

A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter I of the Los Angeles Municipal Code (Code) and any other relevant ordinance and do not convey any rights not otherwise contained therein, except as specifically provided for herein.

B. Whenever this Specific Plan contains provisions which require greater yard requirements, lower heights, more restrictive uses, more restrictive grading provisions, or other greater restrictions or limitations on development; or less restrictive provisions regarding open parking in front yards, than would be allowed pursuant to the provisions contained in Chapter 1 of the Code, the Specific Plan shall prevail and supersede the applicable provisions of that Code.

C. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in Section 11.5.7 D of the Code. In approving an exemption to this Specific Plan pursuant to Section 11.5.7 D, the City Planning Commission may simultaneously approve any conditional use under its jurisdiction. Only one fee shall be required for joint applications.

D. The provisions of this Specific Plan shall not apply to any project where one or more of the following discretionary approvals initiated by application of the property owners or their representatives, and subject of a public hearing, was granted on or before the effective date of this Specific Plan and is still valid at the time an application for a building permit is filed: zone change, height district change, specific plan exception, conditional use, variance, tract map, parcel map, project permit pursuant to an interim control ordinance, coastal development permit or zoning administrator approval pursuant to Section 12.27 of the Code.

E. Corrective grading as determined by the Department of Building and Safety shall be exempt from the provisions of this Specific Plan.

Sec. 4. DEFINITIONS.

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Sections 12.03 and 91.0401 of the Code, if defined therein.

Alignment: Location of the paved surface of Mulholland Drive shown on "Plan and Profile" or "Plan" documents, on file in the City Engineer's vault, as having been built prior to the effective date of this Specific Plan.

Bikeway: The shoulders of Mulholland Drive designated for use by bicyclists.

Board: The Mulholland Scenic Parkway Design Review Board.

Core Trail: A continuous trail within the right-of-way, designated on maps 1B through 6B, and designed for use by hikers, joggers and equestrians.

Director: The Director of the City Planning Department or his or her authorized representative.

Downslope Lot: Land which lies at an elevation less than the elevation of Mulholland Drive along the right-of-way.

Inner Corridor: The Mulholland Scenic Parkway right-of-way plus the additional area which extends 500 feet outwards from the outermost boundaries of the right-of-way, as designated on maps 1A through 6A by a thick solid black line and labeled MPI.

Institutional Use: Schools, churches and accessory buildings thereto.

Institutional Use Corridor: An area parallel to and 500 feet northerly and 500 feet southerly of the Mulholland Drive right-of-way, designated on maps 3A and 4A with a dashed black line and labeled as MPIII, beginning on the west at the intersection of Mulholland Drive and the Centerline of Corda Drive and terminating on the east at the west line of the San Diego Freeway. Also, an area parallel to and 500 feet southerly of Mulholland Drive right-of-way beginning on the west at the east line of the San Diego Freeway and terminating on the east at a line that is parallel to and 400 feet westerly of the centerline of Roscomare Road.

Landform Grading Manual: A document, adopted by the City Council in June of 1983, and any amendments thereto, for the purpose of improving the aesthetic quality of hillside development projects through site planning techniques and landform grading, when safety conditions permit.

Major Vista Point: An area in the Mulholland Drive right-of-way, designated on maps 1A through 6B, which has exceptional mountain, ocean and/or city views and is set aside for public use.

Outer Corridor: That area which lies between the Inner Corridor's outermost boundary and one-half mile outward from the right-of-way, as designated on maps 1A through 6A by a dashed black line and labeled MPII.

Project: The construction of any building or structure, or the addition to, alteration, conversion, or change of use of any land, building or structure on a lot located in whole or in part within the Specific Plan Area; or any construction, alteration, conversion, or change of use of any building, structure or land in the right-of-way. For purposes of this Specific Plan, the term project shall not include interior remodeling.

Prominent Ridge: A mountain ridge which is visible from Mulholland Drive and is designated on maps 1B through 6B.

Scenic Parkway: That area designated on maps 1A through 6A and which includes the right-of-way, inner Corridor (MPI), outer corridor (MPII) and the institutional use corridor (MPIII).

Stream: A stream designated on the Mulholland Topographic/Lot-line maps on file with the Department of City Planning, which may include a water course having a surface or subsurface flow that supports or has supported riparian vegetation.

Upslope Lot: Land which lies at an elevation greater than the elevation of Mulholland Drive along the right-or-way.

View: A scenic pictorial sight of a mountain, ocean and/or city landscape.

Viewshed: A visual field within the inner corridor, with a seven degree angle determined by the line of sight at four feet above the edge of Mulholland Drive as depicted in Figure A.

Visible Project: A project on a lot which can be seen with normal 20-20 vision from a location on Mulholland Drive anywhere within the lot's visibility arc.

Visibility Arc: The are of a circle that intersects Mulholland Drive which has a radius of three-quarters of a mile and its center located at the midpoint of the project lot(s).

Sec. 5. INNER CORRIDOR REGULATIONS.

A. Uses.

All projects visible from Mulholland Drive and located within the inner corridor shall conform to the following regulations:

1. Permitted Uses. The following uses shall be permitted subject to the following limitations:

a. One-family dwellings and related parking and accessory buildings, provided they conform to the requirements of Subsection D of this Section;

b. Fences, gates, and walls, provided they conform to the requirements of Subsection D 4 of this Section:

c. Driveways, provided they conform to the requirements of Section 7 C of this Specific Plan;

d. Night lighting on private property, provided it is low-height, low-illumination safety lighting of a color similar to incandescent light which is shielded and directed onto the property;

e. Landscape materials and associated irrigation equipment, provided they conform to the requirements of Section 10 of this Specific Plan;

f. A core trail, provided the design and location conforms to the requirements of Section 8 of this Specific Plan;

g. Major vista points, provided they conform to the requirements of Section 9 of this Specific Plan.

2. Discretionary Uses. The uses listed in paragraph b, below, may be permitted, provided the Director pursuant to Section 11 approves said uses after making the following findings:

a. **Findings.**

i. The use does not destroy or obstruct a scenic feature or resource, or view from Mulholland Drive.

ii. The use preserves the residential character along the right-of-way.

iii. The use is compatible with the scenic parkway environment.

iv. The use preserves and/or enhances land having exceptional recreational and/or educational value.

v. Any grading is minimized.

vi. Any graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.

vii. The use preserves the natural topography, prevents erosion and protects native vegetation.

viii. The use preserves the ecological balance.

ix. The use protects the prominent ridges, streams and environmentally sensitive areas, and the aquatic, biologic and topographic features therein.

x. The use protects identified archaeological and paleontological sites.

xi. The use minimizes driveway and private street access into the right-of-way.

xii. The use minimizes the visual intrusion of lighting into the right-of-way.

In approving a discretionary use pursuant to Section 11, the Director may impose conditions to protect the public interest, to assure a project is compatible with adjacent uses, and to secure an appropriate project in harmony with the objectives of this Specific Plan.

b. Uses.

i. Notwithstanding the provisions of Los Angeles Municipal Code Section 12.27 I to the contrary: Private recreational facilities and associated lighting including, but not limited to the following: parks, playgrounds, nature centers, equestrian facilities and game courts, except that a tennis court may only be allowed if located on a lot with an area of 15,000 square feet or more.

ii. Temporary uses and structures required by special events held within the Specific Plan area.

iii. Schools, churches and accessory buildings thereto, provided they are located within the institutional use corridor.

iv. Open parking in front yards adjacent to Mulholland Drive right-of-way.

v. Public recreation and environmental education projects may be located on publicly-owned land that is designated as open space by the respective community plan and/or the Open Space Element of the General Plan.

3. Exempted Uses. Buildings, structures, fences, gates, walls, recreation facilities and landscaping which are legally existing on or before the effective date of this Specific Plan are exempt from the regulations of this Specific Plan.

4. Prohibited Uses.

a. A tennis court on a lot with an area of less than 15,000 square feet.

b. Sanitary landfills.

5. Utility Related Structures. After receipt of the recommendations of the Board and the Director, the City Planning Commission shall make recommendations on the construction of utility related structures, such as power transmission lines, power distribution stations, telecommunication facilities, pumping stations, water tanks, water reservoirs, and water and gas lines. Such recommendations shall be based on the findings set forth in subdivision 2 and based on whether feasible alternate locations do not exist outside the inner corridor and whether the facilities are designed, constructed and colored to minimize their visual intrusion on the parkway.

B. Environmental Protection Measures.

1. Prominent Ridges.

a. Grading on Prominent Ridges. Notwithstanding Subsection C below, prominent ridges shall not be graded, altered or removed without the prior written approval of the Director pursuant to Section 11. The Director may approve up to 1,000 cubic yards of grading of a prominent ridge after making the following findings:

i. The graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.

ii. The grading is compatible with the natural topography.

iii. The Department of Building and Safety has determined that grading will minimize erosion.

iv. The grading is necessary to allow the owner reasonable use of the lot.

v. The grading will allow for a project more compatible with the purposes of the Specific Plan.

b. Construction. Buildings and structures visible from Mulholland Drive shall not be constructed on the top of a prominent ridge. Buildings and structures visible from Mulholland Drive shall not be constructed within 50 vertical feet of the top of a prominent ridge without the prior written approval of the Director pursuant to Section 11. The Director may approve construction of a building and/or structure within 50 vertical feet of the top of a prominent ridge, but not exceeding the top after making the following findings:

i. The placement of the building and/or structure not destroy or obstruct a scenic feature or resource.

ii. The placement of the building and/or structure complements the view from Mulholland Drive.

iii. The placement of the building and/or structure minimizes driveway and/or private street access into the right-of-way.

iv. The placement of the building and/or structure will allow for a project more

compatible with the purposes of the Specific Plan.

2. Streams. No project shall be constructed and no more than 100 cubic yards of earth shall be moved within 100 feet of either stream bank without the prior written approval of the Director pursuant to Section 11. In granting an approval, the Director shall make the following findings:

a. The applicant has employed a biologist to prepare a report which contains the following: the location(s) of the stream's banks, an assessment of the riparian resources, an evaluation of the project's impact on the riparian resources and a recommendation of feasible mitigation measures.

b. The applicant has submitted to the Director for his approval, a copy of the biologist's report and a covenant and agreement which runs with the land and which states that the mitigation measures recommended by the biologist and approved by the Director will be incorporated in the project and maintained. The covenant and agreement shall be recorded by the applicant.

c. The project preserves the natural vegetation and the existing ecological balance.

d. The project protects prominent ridges, streams, and environmentally sensitive areas and the aquatic, biologic geologic and topographic features therein.

e. The project will not damage the integrity of a stream.

3. Projects Near Parklands. No project shall be erected and no earth shall be graded within 200 feet of the boundaries of any public parkland without the prior written approval of the Director pursuant to Section 11. The Director may approve the construction of a project or grading within 200 feet of public parkland after making the following findings:

a. The project preserves the residential character along the right-of-way.

b. The project will minimize erosion.

c. The project preserves the natural vegetation and the existing ecological balance.

d. The project protects identified archaeological and paleontological sites.

e. The project minimizes driveway access into the right-of-way.

4. Oak Trees. Mo oak tree (quercus agrifolia, lobata, q. virginiana) shall be removed, cut down or moved without the prior written approval of the Director. The Director may approve the removal, cutting down or moving of an oak tree after making the following findings:

a. The removal, cutting down or moving of an oak tree will not result in an undesirable, irreversible soil erosion through diversion or increased flow of surface waters.

b. The oak tree is not located with reference to other trees or monuments in such a way as to acquire a distinctive significance at said location.

5. Archaeological and Paleontological Resources. Applicants which propose to grade more than 50 cubic yards per 5,000 square feet of lot area shall submit to the Director a preliminary archaeological and paleontological record search from the State Regional Archaeological Information Center (UCLA). If this search reveals that archaeological and paleontological resources may be located on the lot, the applicant shall file an environmental assessment with the Planning Department.

C. Grading.

1. No grading in excess of one cubic yard of earth per four square feet of lot area per lot visible from Mulholland Drive shall be permitted without the prior written approval of the Director pursuant to Section 11. However, corrective grading as determined by the Department of Building and Safety is not to be included in this calculation. The Director may approve grading up to two cubic yards of earth per four square feet of lot area per lot after making the following findings:

a. The Department of Building and Safety or the Bureau of Engineering has determined that such grading is required to provide access driveways, pedestrian accessways, drainage facilities, slope easements, and/or dwelling foundations.

b. All grading conforms to the standards set forth in the Landform Grading Manual, unless the Department of Building and Safety has determined that landform grading will conflict with the provisions of Divisions 29 and 70 of Article 1 of Chapter IX of the Code.

c. The graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.

d. The Department of Building and Safety has determined that grading will minimize erosion.

2. All graded slopes shall comply with the provisions in Section 10 of this Specific Plan.

D. Building Standards.

1. Viewshed Protection. No building or structure visible from Mulholland Drive on an upslope or downslope lot shall penetrate the viewshed without the prior written approval of the Director pursuant to Section 11. For purposes of this Subsection, the measurement of height shall be as defined in Section 12.03 of the Code and shall be measured from existing natural or finished grade, whichever is lower. The Director may approve a project's penetration into the viewshed after making the following findings:

a. The Department of Building and Safety has determined that the height of the project does not exceed the height limit in lowed in paragraphs a, b or c of subdivision 2.

b. The project is designed to complement the view from Mulholland Drive.

2. Allowable Building Heights.

a. On an upslope lot, the height of any building or structure which is visible from Mulholland Drive and which is located within the first 100 feet from the Mulholland Drive right-of-way, shall not exceed 15 feet as indicated on Figure A. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this paragraph by not more than 12 feet. However, no such additional height shall cause any portion of the exceed a height of 15 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.

b. On an upslope lot, the height of any building or structure which is visible from Mulholland Drive and which is located more than 100 hundred feet up to five hundred feet from the Mulholland Drive right-of-way, shall not exceed 30 feet as indicated on Figure A. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this paragraph by not more than 12 feet. However, no such additional height shall cause any portion of the building or structure to exceed a height of 30 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.

c. On a downslope lot, the height of any building or structure which is visible from Mulholland Drive and which is located within 500 feet from the Mulholland Drive right-of-way, shall not exceed 40 feet as indicated on Figure A, but in no event shall any building or structure exceed a height that would cause such building or structure to penetrate the viewshed. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this paragraph by not more than 12 feet. However, no such additional height shall cause any portion of the building or structure to exceed a height of 40 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.

3. Yard Requirements. Notwithstanding Z.A.I. Case 1270, buildings and structures located on lots that abut the right-of-way and are 100 or more feet in depth shall be constructed with the following yards:

a. Front - There shall be a front yard of not less than 20% of the depth of the lot, but which need not exceed 40 feet.

b. Side - There shall be a side yard on each side of the main building of not less than 10% of the width of the lot, but which need not exceed 20 feet.

4. Fences, Gates and Walls. All fences, gates and walls visible from Mulholland Drive shall be constructed of the following materials: rough-cut, unfinished wood; native-type stone; split-face concrete block; textured plaster surface walls; black or dark green chain link or wrought iron; or a combination thereof.

5. Drain Pipes laid on the ground and visible from Mulholland Drive shall be black or earth tone brown.

6. Utilities. The Advisory Agency, where feasible, shall require that all utilities installed in connection with the development of new subdivisions be placed underground.

7. Roofs. All roofs visible from Mulholland Drive shall be surfaced with non-glare materials and no equipment shall be placed thereon. This provision shall not apply to solar energy devices.

Sec. 6. OUTER CORRIDOR REGULATIONS.

A. Uses. All projects visible from Mulholland Drive and located within the outer corridor shall conform to the following regulations:

1. Permitted Uses. The following uses shall be permitted subject to the following limitations: Any use permitted in the inner corridor is permitted in the outer corridor, except for those uses only permitted in the institutional use corridor. Provided, however, that one-family dwellings and related parking and accessory buildings shall conform to the requirements of Subsection D of this Section.

2. Commercial, low medium I residential and low medium II residential uses, provided that they are consistent with the applicable community plan.

3. Discretionary Uses. Discretionary uses permitted in the inner corridor are permitted in the outer corridor, except for those uses only permitted in the institutional use corridor.

4. Exempted Uses. All uses exempted in the inner corridor are exempted in the outer corridor.

5. Utility Related Structures. The provisions applicable to utility related structures in the inner corridor are applicable in the outer corridor.

B. Environmental Protection Measures. All the environmental protection measures required in the inner corridor are required in the outer corridor.

C. Grading.

1. No grading in excess of two cubic yards per four square feet of lot area per lot visible from Mulholland Drive shall be permitted without the prior written approval of the Director pursuant to Section 11. However, corrective grading as determined by the Department of Building and Safety is not to be included in this calculation. The Director may approve grading up to four cubic yards per four square feet of lot area per lot after making the following findings:

a. The Department of Building and Safety or the Bureau of Engineering has determined that such grading is required to provide access driveways, pedestrian accessways, drainage facilities, slope easements, and/or dwelling foundations.

b. All grading conforms to the standards set forth in the Landform Grading Manual, unless the Department of Building and Safety has determined that landform grading will conflict with the provisions of Divisions 29 and 70 of Article I of Chapter IX of the Code.

c. The graded slopes have a natural appearance compatible with the characteristics of the Santa Monica Mountains.

d. The Department of Building and Safety has determined that grading will minimize erosion.

2. All graded slopes shall comply with the provisions in Section 10 of this Specific Plan.

D. Allowable Building Heights. The height of any building or structure visible from Mulholland Drive shall not exceed 40 feet as indicated on Figure B. For purposes of this Subsection, the measurement of height shall be as defined in Section 12.03 of the Code and shall be measured from existing natural or finished grade, whichever is lower. When the elevation of the highest adjoining sidewalk or ground surface within a five foot horizontal distance of the exterior wall of a building exceeds grade by more than 20 feet, a building or structure may exceed the height in number of feet prescribed in this Subsection by not more than 12 feet. However, no such additional height shall cause any portion of the building or structure to exceed a height of 40 feet, as measured from the highest point of the roof structure or parapet wall to the elevation of the ground surface which is vertically below said point of measurement.

Sec. 7. MULHOLLAND DRIVE AND RIGHT-OF-WAY REGULATIONS.

A. Changes and/or Improvements. No change or improvement may be made to the alignment or design of the paved portion of Mulholland Drive or the right-of-way, except for resurfacing and street and utility maintenance, without the prior approval of the City Council acting after receipt of the recommendation of the Director. After receipt of there commendation of the Board, the Director may recommend approval after making the following findings:

1. The project is required for public health and safety reasons.

2. The project does not obstruct a scenic feature or resource.

3. The project is compatible with the scenic parkway environment.

4. The project is not inconsistent with the purposes and objectives of the Specific Plan.

B. Alignment and Design. Any change or improvement to the alignment or design of the paved portion of Mulholland Drive or the right-of-way, except for resurfacing and street and utility maintenance, shall conform to the following standards:

1. Roadway Alignment. The paved portion of Mulholland Drive shall conform to its existing alignment from California State Highway Route 101 to the intersection of Topanga Canyon Boulevard, except as modified for safety reasons.

2. Right-of-Way Width. The width of the right-of-way shall conform to its existing approximately 100-foot wide corridor east from Laurel Canyon Boulevard to the Hollywood Freeway (Route 101), and to the approximately 200-foot wide corridor west of Laurel Canyon Boulevard to the City-County boundary.

3. Travel Lanes and Shoulders. Except as provided in subdivision 4 of this Subsection, Mulholland Drive shall consist of two travel lanes, one in each direction with a maximum width of 15 feet per lane and one or more shoulders, except for existing improvements between Topanga Canyon Boulevard and Saltillo Street, Encino Hills Drive and Corda Drive, and Beverly Glen Boulevard and Benedict Canyon Drive.

The shoulder shall be level with the roadway and shall serve as a bikeway. The shoulder shall be five feet wide, except that where a slope is required to be graded in order to provide the five foot shoulder, the shoulder may be less than five feet wide. The shoulder or shoulders shall be paved with asphalt or black concrete and shall be separated from the travel lanes by a solid lane stripe in accordance with the adopted standards of the Department of Transportation. If less than five feet is available on each side of the roadway for shoulders, only the uphill shoulder shall be paved. The shoulder or shoulders shall be marked "Bike Lane" and "No Parking" on the pavement by the Los Angeles Department of Transportation.

4. Turn Lanes.

a. Turn lanes shall not be permitted without the prior recommendation of the Director after receipt of the recommendation of the Board. The Director shall recommend approval of a turn lane where the Department of Transportation has determined that the turn lane is required to facilitate traffic movement and for safety reasons.

b. The turn lane shall be a maximum of 12 feet wide and the travel lane parallel to the turn lane shall be a maximum of 12 feet wide.

5. Speed Limit. To the extent permitted by state law, the posted speed limit for vehicles shall prohibit speeds in excess of 25 miles per hour.

6. Sidewalks, Curbs and Berms. No sidewalks or curbs shall be permitted. Only berms required for drainage control and/or erosion shall be permitted.

7. Median Strip. No median strip shall be constructed within the Mulholland Drive right-of-way.

8. Signs. The Department of Transportation shall post signs in the right-of-way indicating the location of the bikelane, core trail crossings, and the major vista points.

9. Plant Material. Existing fire resistant, native-type plants and trees shall be preserved and maintained to enhance the natural scenic character of the parkway. No oak trees shall be removed, cut down, or moved without the prior recommendation of the Director using the criteria set forth in Section 5 B 4 of this Specific Plan.

10. Existing Slopes. Existing slopes adjoining the roadway that show no signs of instability shall not be graded.

11. Rock Formations and Outcroppings. All natural rock formations and/or outcroppings, known or discovered during grading, should be preserved on-site and incorporated into the street design.

C. Access to Mulholland Drive.

1. Driveway Access. No driveway may intersect Mulholland Drive without the prior recommendation of the Director after receipt of the recommendation of the Board.

2. The Director may recommend approval of such driveway if the Director finds that none of the following alternatives are feasible:

a. Access from other existing ways or alleys;

b. Access from other potential public or private streets;

c. Access from an easement over an existing driveway on an adjacent property; or

d. Access from the shared use of existing driveway(s).

3. **Driveway Paving.** A driveway which intersects Mulholland Drive shall be paved. Gravel and similar loose materials shall be prohibited.

D. Lighting.

1. Sodium and mercury vapor lamps shall be prohibited.

2. Lighting standards within the right-of-way shall use cut-off type fixtures which focus the light directly onto the street and shoulders.

3. Lighting standards shall be located only in the immediate vicinity of major vista points and major intersections, except as provided in subdivision 5 of this Subsection.

4. The lamp shall cast a white light, similar to metal halide or incandescent lighting.

5. Where the Board of Public Works determines that a lighting standard is needed to improve parkway safety,

the location and design of said lighting standard shall have the prior recommendation of the Director after receipt of the recommendation of the Board. The Director may recommend approval of the location and design of a lighting standard after making the following findings:

a. The lighting standard does not obstruct a scenic feature or resource.

b. The lighting standard complements the views from Mulholland Drive.

c. The lighting fixture proposed to be used reduces the visual intrusion of lighting into the right-of-way.

6. Existing lighting standards located in the right-of-way between Corda Drive and Encino Hills Drive, between Beverly Glen Boulevard and Benedict Canyon Drive, between Skyline Drive and Laurel Pass Avenue, between Laurel Canyon Boulevard and Dona Pegita Drive, and at Woodcliff Road should be redesigned by the Department of Public Works to reduce the glare, and cut-off fixtures should be installed to focus the light directly onto Mulholland Drive and the shoulders.

E. Features.

1. All guard rails shall be constructed according to Bureau of Engineering standards and shall have a wood facing treated and finished to achieve a rustic and/or natural appearance.

2. All historic survey monuments set during the original survey for Mulholland Drive shall be preserved at their original location.

Sec. 8. CORE TRAIL.

A. The core trail design and location shall be approved by the City Council acting after receipt of the recommendation of the City Planning Commission. After receipt of the recommendation of the Board, the City Planning Commission may recommend approval of the construction of the core trail upon making the following findings:

1. The design and location of the core trail is consistent with the provisions of this Section.

2. The graded slopes have a natural appearance compatible with the Santa Monica Mountains.

3. The landscaping is designed to complement the view from Mulholland Drive and the right-of-way.

4. The landscaping is designed to promote safety and require a minimum of security measures.

5. The landscaping is consistent with Section 10 of this Specific Plan.

6. Any signs are designed to prevent vandalism and are placed so as to identify the location of the core trail.

B. Location. The core trail shall be a continuous trail within the right-of-way. It shall be constructed generally parallel to, but not within the shoulders, except where physical constraints necessitate development adjacent to Mulholland Drive.

C. Design. Where feasible, the core trail shall consist of two distinct, generally parallel pathways separated by vegetation, topography or other means. It shall not be paved with a hard surface. One pathway shall be designated for use by hikers and joggers and the other designated for use by equestrians.

D. Maintenance. The Department of Recreation and Parks shall be responsible for maintaining all landscaping along the core trail.

Sec. 9. MAJOR VISTA POINTS.

A. Location. Fourteen major vista points (MVP) are designated on maps 1B through 6B and listed below:

1. **Hollywood Bowl MVP** - (Olympics 1984 Overlook) (1 mile west of the Hollywood Freeway).

2. **Universal City MVP** (0.1 miles east of Torreyson Place).

3. **Fryman Canyon MVP**, (0.7 miles west of Laurel Canyon Boulevard).

4. **Summit MVP** (1.9 miles west of Laurel Canyon Boulevard).

5. **Deep Canyon MVP** (O.l miles east of Benedict Canyon Drive).

6. **Nicada MVP** (0.4 miles west of Beverly Glen Boulevard).

7. **The Grove MVP** (0.9 miles west of Sepulveda Boulevard).

8. **San Vicente Mountain Park MVP** (0.4 miles west of Mandeville extended).

9. **Topanga State Park MVP** (0.3 miles west of Reseda Boulevard extended).

10. **"A" MVP** (Between Reseda Boulevard extended and Vanalden Avenue extended).

11. **"B" MVP** (Between Reseda Boulevard extended and Vanalden Avenue extended).

12. **Corbin MVP** (0.25 miles west of Sepulveda Boulevard).

13. **"C" MVP** (West of Winnetka Avenue extended).

14. **"D" MVP** (West of Natoma Avenue extended).

B. Development. No new major vista point (nos. five through fourteen above) shall be constructed without the prior approval of the City Council acting after receipt of the recommendation of the City Planning Commission. After receipt of the recommendation of the Board, the City Planning Commission may recommend approval of the construction of a major vista point upon making the following findings:

1. The facilities and landscaping are designed to complement the view from Mulholland Drive and the right-of-way.

2. The facilities and landscaping are designed to require a low-level of maintenance.

3. The facilities and landscaping are designed to promote safety and require a minimum of security measures.

4. The parking facilities are adequate to accommodate public use.

5. Ingress and egress are designed to promote safety and minimize traffic congestion on Mulholland Drive.

6. The graded slopes have a natural appearance compatible with the Santa Monica Mountains.

7. The lighting is designed to minimize light and glare on Mulholland Drive and the right-of-way.

8. The landscaping is consistent with Section 10 of this Specific Plan.

9. Any signs are designed to prevent vandalism.

C. Maintenance. The Bureau of Street Maintenance of the Department of Public Works shall be responsible for maintaining the landscaping at all major vista points.

Sec. 10. LANDSCAPING.

A. Standards. Any public or private landscaping installed on or after the effective date of this Specific Plan shall conform to the following standards:

1. **Graded Slopes.** Graded slopes shall be landform graded in accordance with the provisions of the Landform Grading Manual, unless the Department of Building and Safety has determined that landform grading will conflict with the provisions of Divisions 29 and 70 of Article 1 of Chapter IX of the Code. Slopes which cannot be landform graded shall be landform planted in accordance with the provisions of the Landform Grading Manual. Landscaping shall be installed within six (6) months of the completion of any grading.

2. **Location.** Plant material in the inner corridor shall not obstruct the view from Mulholland Drive and the right-of-way.

3. **Type.** Landscaping shall predominantly consist of native-type fire resistant plant materials.

4. **Oak Trees.** Oak trees shall not be removed except as set forth in Sections 5 B 4 or 7 B 9 of this Specific Plan.

5. **Replacement Trees.** Native trees, including oak trees, which are removed shall be replaced with the same type of tree according to the following replacement schedule:

TYPE OF TREE	REPLACEMENT SIZE AND QUANTITY
Quercus agrifolia lobata, q. Virginiana	36-inch box (2 for 1 replacement)
All other.	15 gallon (2 for 1 replacement)

6. **Maintenance.** An automatic irrigation system shall be installed where necessary to sustain plants and trees and a fire resistant corridor.

B. Prohibited Plant Material. The following plant material shall not be planted in the scenic corridor parkway on or after the effective date of this Specific Plan.

PROHIBITED PLANT MATERIAL

Acacia decurrens (GREEN WATTLE)

Acacia melanoxylon (BLACKWOOD ACACIA)

Achillea millefolium (COMMON YARROW)

Ailanthus altissima (TREE-OF-HEAVEN)

Albizia distachya (PLUME ALBIZIA)

Atriplex semibaccata (AUSTRALIAN SALTBUSH)

Bamboo sp.

Brassica sp.

Calocedrus decurrens (INCENSE CEDAR)

Centranthus ruber (JUPITER'S BEARD, READ VALERIAN)

Cirsium valgare and all other thistles

Cortaderia jubata (A GRASS SIMILAR TO PAMPUS GRASS)

Cotoneaster lacteus

Cupressus sempervirens (ITALIAN CYPRESS)

Cytisus (BROOM)

Eucalyptus sp.

Hirschfeldia incana (WILD MUSTARD)

Lantana camara

PROHIBITED PLANT MATERIAL

Lobularia maritima (SWEET ALYSSUM)

Nicotiana glauca (TREE TOBACCO)

Oxalis pes-caprae (BERMUDA BUTTERCUP)

Palmae (PALM)

Pennisetum setaceum (FOUNTAIN GRASS)

Podocarpus

Rhus

Ricinus communis (CASTER BEAN)

Robinia pseudoacacia (BLACK LOCUST)

Schinus terebinthifolius (BRAZILIAN PEPPER)

Tamarix aphylla (ATHEL TREE)

C. **Landscape Plan.**

1. A landscape plan shall be submitted to the Board for review and recommendation.

2. Landscape plans shall include the approximate size at maturity and location of all proposed plant materials, the scientific and common names of such plant materials, the proposed irrigation plan and the estimated planting schedule. The plan shall identify the length of time in which plant maturity will be attained.

Sec. 11. DESIGN REVIEW PROCESS.

A. Jurisdiction. No permit for the use of land; building permit; grading permit; revocable permit to encroach; or B-permit; shall be issued for a project, until plans, elevations and/or other graphic representations of the project have been reviewed and approved by the Director acting on a recommendation of the Board, except that projects described in Sections 7, 8 and 9, including changes or improvements to the paved portion of Mulholland Drive; core trails and major vista points, shall be reviewed and approved in accordance with the provisions of Sections 7, 8 and 9 of this Specific Plan; and utility related structures shall be reviewed in accordance with the provisions in Section 5 A 5 of this Specific Plan.

B. Composition. The Board is hereby established, which shall consist of seven voting members. The members shall be appointed by the Councilmembers of the Council Districts which are included within the Specific Plan area. One member shall be appointed by each of these Councilmembers. Each of the appointees shall reside in that Councilmember's district and live preferably in the inner corridor. One member shall be appointed by the Mayor and one member shall be appointed by the Santa Monica Mountains Conservancy Board of Directors. At least one member shall be a licensed architect registered civil engineer, one a registered landscape architect, and one a geo-technical engineer or geologist. At least three members shall reside within the Specific Plan area, preferably in the inner corridor.

C. Quorum. All members of the Board shall be entitled to vote. Four members of the Board shall constitute a quorum for purposes of conducting a meeting. The decision of the Board shall be concurred in by at least four members.

D. Terms. The initial members of the Board appointed so that the terms of the appointees are staggered. Three members shall be appointed for a three-year term. Thereafter, the term of each member appointed to a full term shall be five years.

E. Vacancies. In the event a vacancy occurs during the term of a member of the Board, the same official or successor of the official who appointed the member shall make an interim appointment to fill the unexpired term of the member. Where the member is required to have special qualifications, the vacancy shall be filled by a person having such qualifications.

F. Authority and Duties. The Board shall advise the Director on aspects of exterior design; site layout; grading; driveway access; landscaping; and height, bulk, materials, textures and colors of any building, structure, sign or other development of property or appurtenances or alterations thereto after reviewing plans, elevations and/or other graphic representations for a project to assure compliance with the criteria set forth in this Specific Plan.

The Board shall be prohibited from changing, altering, modifying or amending any final discretionary actions previously approved by the Los Angeles City Planning Commission, Los Angeles City Council or other discretionary decision making body.

However, with respect to development in the Specific Plan area and its consistency with this Specific Plan, the Board may advise the Advisory Agency on the layout and design of subdivisions, the City Planning Commission on zone changes and conditional uses, the Zoning Administrator on variances and conditional uses and the appropriate City decision-making body on any public project or discretionary action.

G. Fees. The application fees for processing a design review application shall be the same as established in Section 19.01 P of the Code for "Applications for Specific

Plan Design Review Approval," except as provided in Section 19.01 K 1 of the Code.

H. Design Guidelines. The Board may adopt specific design guidelines to implement procedures for design review. These guidelines may be illustrations, interpretations or clarifications of policies established by the Board. The guidelines shall not become effective until they are approved by the City Planning Commission. Copies of these guidelines shall be available from the Department of City Planning.

I. Procedure.

1. Applications. All applications for design review approval shall be submitted to the Office of General Planning of the City Planning Department on a form supplied by the Department. An application shall be deemed complete only if all the applicable items noted below are included with the application. Submittals shall not exceed 22" x 28" and shall be folded to fit into an 11" x 14" envelope.

a. Vicinity location map.

b. Site plan which includes 100 feet beyond the property lines.

c. Topographic map.

d. Grading plan.

e. Elevations of existing and proposed structures, and significant landscape elements;

f. Section(s) through the project. If the project is located in the inner corridor, the section(s) shall extend to Mulholland Drive.

g. Floor Plan.

h. Landscape plan. Landscape plans shall include the approximate size at maturity and location of all proposed plant materials, the scientific and common names of such plant materials, the proposed irrigation plan and the estimated planting schedule. The plan shall identify the length of time in which plant maturity will be attained.

i. Photographs, taken on Mulholland Drive within the project's visibility arc. The visibility arc and the locations where the photographs were taken shall be indicated on a map. These photographs shall provide two or more views of the project site, existing improvements, views, and significant features.

j. Sign plan (where applicable).

k. Samples of exterior building materials and colors.

l. If applicable, a completed copy of the City's environmental assessment form and all environmental data considered by the City's Environmental Review Committee.

m. If applicable, completed copies of all required Planning Department discretionary action application forms and radius, parcel and/or tract map(s).

n. If applicable, copies of the biologist's report and covenant and agreement required pursuant to Section 5 B 2 a of this Specific Plan.

o. If applicable, a preliminary archaeological/ paleontological record search from the State Regional Archaeological Information Center (UCLA).

2. Board Action. The Director shall refer the application to the Board for its recommendation within 10 working days of the Department's acceptance of the completed application. The Board shall review the project and submit its findings to the Director within twenty (20) working days of such referral or within such additional time as is mutually agreed upon in writing between the applicant and the Board. These findings shall indicate a recommendation of approval, disapproval or conditional approval of the subject application.

Board meeting notices and agendas shall be posted 72 hours prior to all meetings. Board meeting minutes shall be available for public review within five working days of all meetings.

The Board shall use any applicable specific plans and/or adopted design guidelines which pertain to the area in which the project is located in evaluating the project. Additionally, the Board shall consider compliance with the following criteria:

a. Whether the proposed project conforms to all provisions contained within the Specific Plan and any applicable specific plans or design guidelines.

b. Whether the grading and/or the location of the project are designed so as to minimize the impact on visibility from Mulholland Drive and the right-of-way.

c. Whether all proposed buildings, structures and recreational facilities are located so as not to obstruct a scenic feature or resource.

d. Whether all proposed buildings, structures and recreational facilities are designed to complement the views from Mulholland Drive and are compatible with the parkway environment.

e. Whether the proposed buildings and structures are compatible with the surrounding buildings and parkway environment in terms of design, massing, height, materials, colors (subdued tones, natural materials and non-reflective materials and finishes shall be encouraged) and setbacks.

f. Whether the landscape design has a variety and quantity of native-type, fire-resistant plant materials throughout the project which are compatible with the scenic parkway.

g. Whether the landscape design representation of the plant materials accurately reflects their growth habit at maturity.

h. Whether the grading is designed so as to create slopes with a natural appearance compatible with the characteristics of the Santa Monica Mountains.

i. Whether the site layout is designed so as to require a minimum of grading and retaining walls and protects prominent ridges, streams and environmentally sensitive areas.

j. Whether driveway access to Mulholland Drive is designed so as to require a minimum of grading and retaining walls.

k. Whether the lighting is designed so as to reduce the visual intrusion of light onto Mulholland Drive and the right-of-way.

l. Whether proposed major vista points, core trails and projects near parklands conform to all provisions in the Specific Plan.

3. Director's Determination. The Director, within 10 working days following receipt of the Board's recommendation, shall approve, disapprove, or modify the Board's recommendation. In the event the Director's determination differs from that of the Board, the Director shall make written findings supporting the determination. The Director shall forward a copy of the determination to the applicant, the Board, the Advisory Agency (if applicable), the Department of Building and Safety and the appropriate Council office.

J. Transfer of Jurisdiction. In the event the Board fails to act on an application within the time limit specified in this Specific Plan, the applicant may file a request for a transfer of jurisdiction to the Director for a determination of the original application. If such a request is filed, the Board shall lose jurisdiction. Such request shall be filed in the Office of General Planning of the City Planning Department. Thereupon, the request and the Board's files shall be transmitted to the Director, who shall make a decision within 20 working days of receipt of the Board's file.

K. Exemptions.

1. Criteria. An exemption from compliance with this Section shall be granted by the Director for a project which conforms to any of the criteria listed below:

a. The applicant is restoring a nonconforming building or structure pursuant to Section 12.23.A.4 of the Los Angeles Municipal Code.

b. The project consists of remodeling or repair of a single-family dwelling and/or accessory structures which conform to all of the following:

i. Color, materials and design of exterior changes, including landscaping, are consistent with the intent and provisions of this Specific Plan.

ii. The total cumulative floor area of all additions does not exceed 900 square feet.

iii. The building height does not exceed the standards set forth in this Specific Plan.

iv. The project involves no change of access onto the right-of-way.

v. The project is not on a prominent ridge and/or does not break an existing skyline.

vi. The project is not located on a lot which contains a stream.

vii. The project does not propose grading.

2. Procedure. Applicants seeking an exemption to the design review process shall submit a completed design review exemption application form to the Office of General Planning of the City Planning Department. If the proposed project conforms to the criteria set forth above, the Director shall grant an exemption within 10 working days of the receipt of the application.

L. Appeals. Any applicant, City Council member, the Mayor, or any other interested person who is adversely affected by the Director's determination or action made pursuant to this Specific Plan, may appeal the Director's determination or action to the City Planning Commission and may thereafter appeal the action of the City Planning Commission to the City Council. Such appeals shall be made within 15 days after the date of mailing of the Director's determination or action or the City Planning Commission's determination if appealed to the City Council, in accordance with the procedures prescribed for Tentative Maps in Section 17.06 of the Code.

Fees for filing an appeal by the applicant, shall be the same as those for an appeal from a decision on an application for specific plan design review approval as set forth in Section

19.01 P of the Code, except as provided in Section 19.01 K 1 of the Code. Fees for appeals by a person other than the applicant shall be the same as those provided in Section 19.01 K 2 of the Los Angeles Municipal Code.

M. Additional Review and Approval of Revised Project.

Following the approval of a design review application, no change shall be made to any portion of a plan reviewed and approved by the Director, or City Planning Commission, or City Council, without additional review and approval of the Director acting on a recommendation of the Board.

Sec. 12. SEVERABILITY.

If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications thereof which can be implemented without the invalid provision application, and to this end the provisions and clauses of this ordinance are declared to be severable.

MULHOLLAND SCENIC PARKWAY
ORDINANCE 167,943
EFFECTIVE JUNE 29, 1992

ADMINISTRATIVE RESPONSIBILITIES

Applicant

- Applicant must file an application for Design Review for any project visible from Mulholland Drive and/or which does meet the exemption provision of the Specific Plan

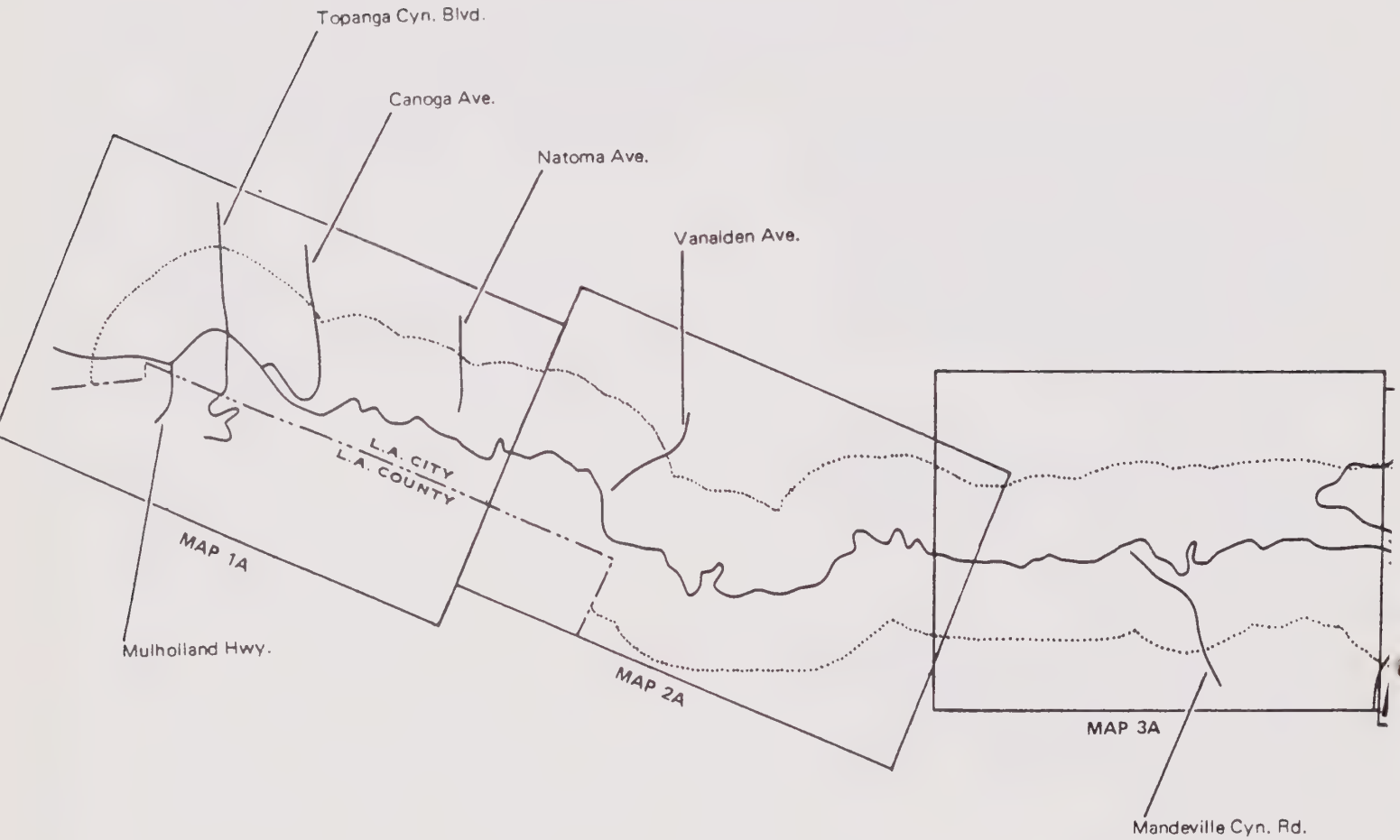
- Upon receipt of the Director of Planning's determination regarding a project, the applicant or other interested parties may appeal the decision to the City Planning Commission and further appeal the matter to the City Council. Such appeals must be made within 15 days after the date of the mailing of the Director's Determination.

Design Review Board

- The Mulholland Scenic Parkway Design Review Board, upon receipt of the project application will take an action to approve, disapprove or conditionally approve the project and transmit its determination to the Director of Planning.

Department of City Planning

- The Director of Planning, upon receipt of the Mulholland Scenic Parkway Design Review Board's Action on a project, will approve, disapprove or modify said recommendation and forward a copy of the determination to the applicant, the Design Review Board and the Department of Building and Safety.



MULHOLLAND SCENIC PARKWAY

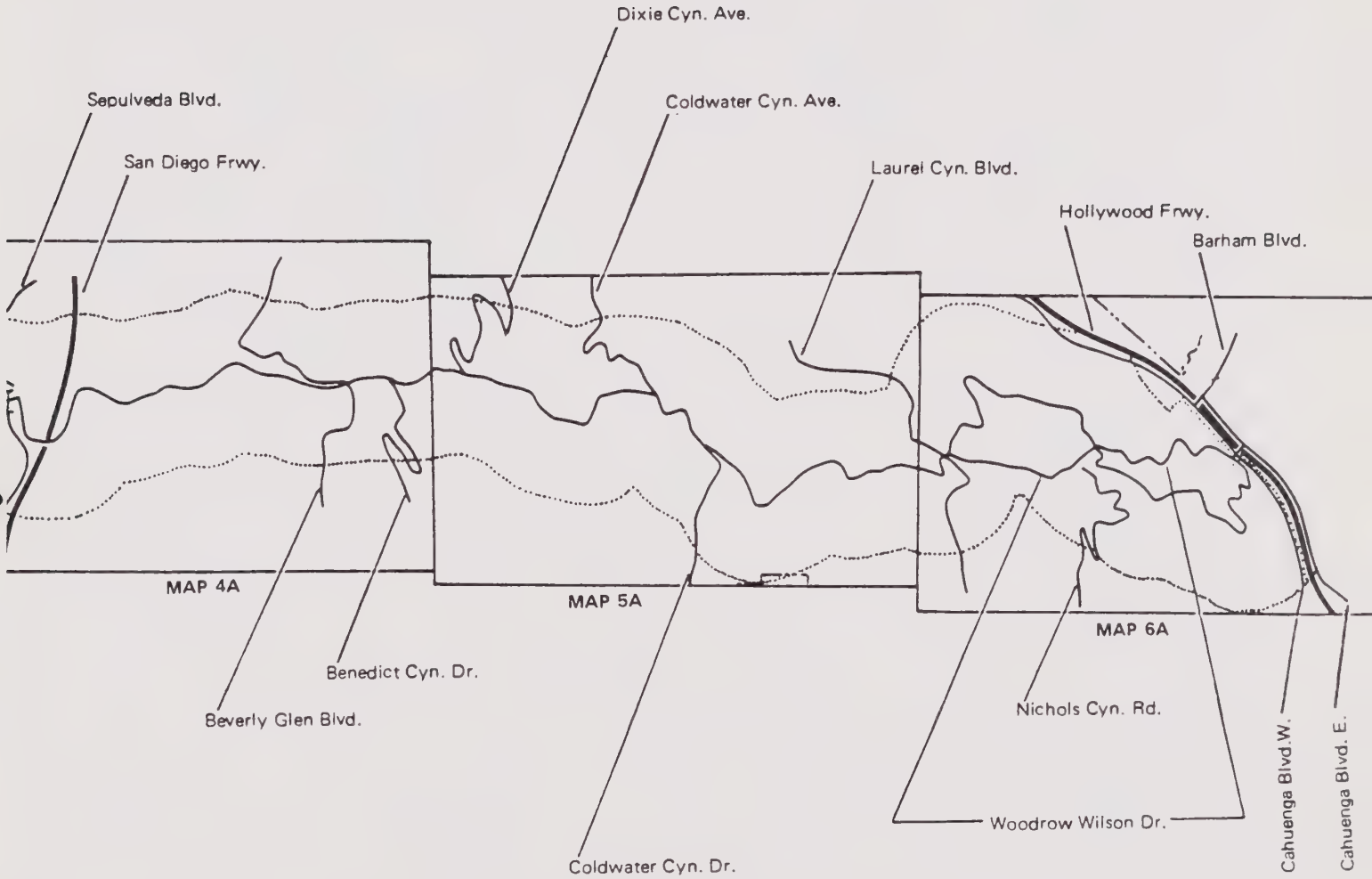
SPECIFIC PLAN

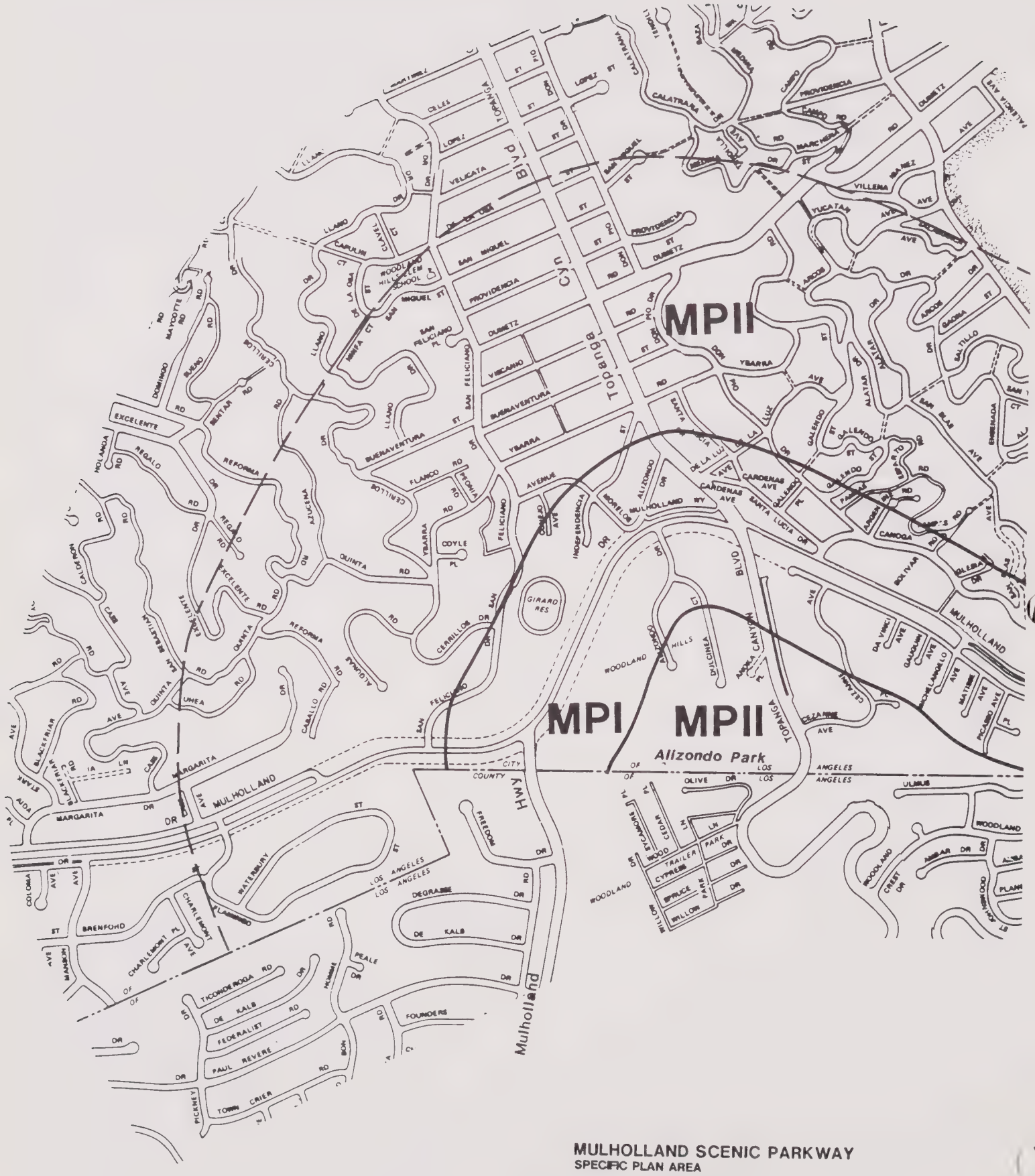
SPECIFIC PLAN AREA

BOUNDARY DEFINITION MAP SERIES KEY

"A" Series delineates Overlay Zone Boundaries

"B" Series illustrates approximate location of Recreational Features

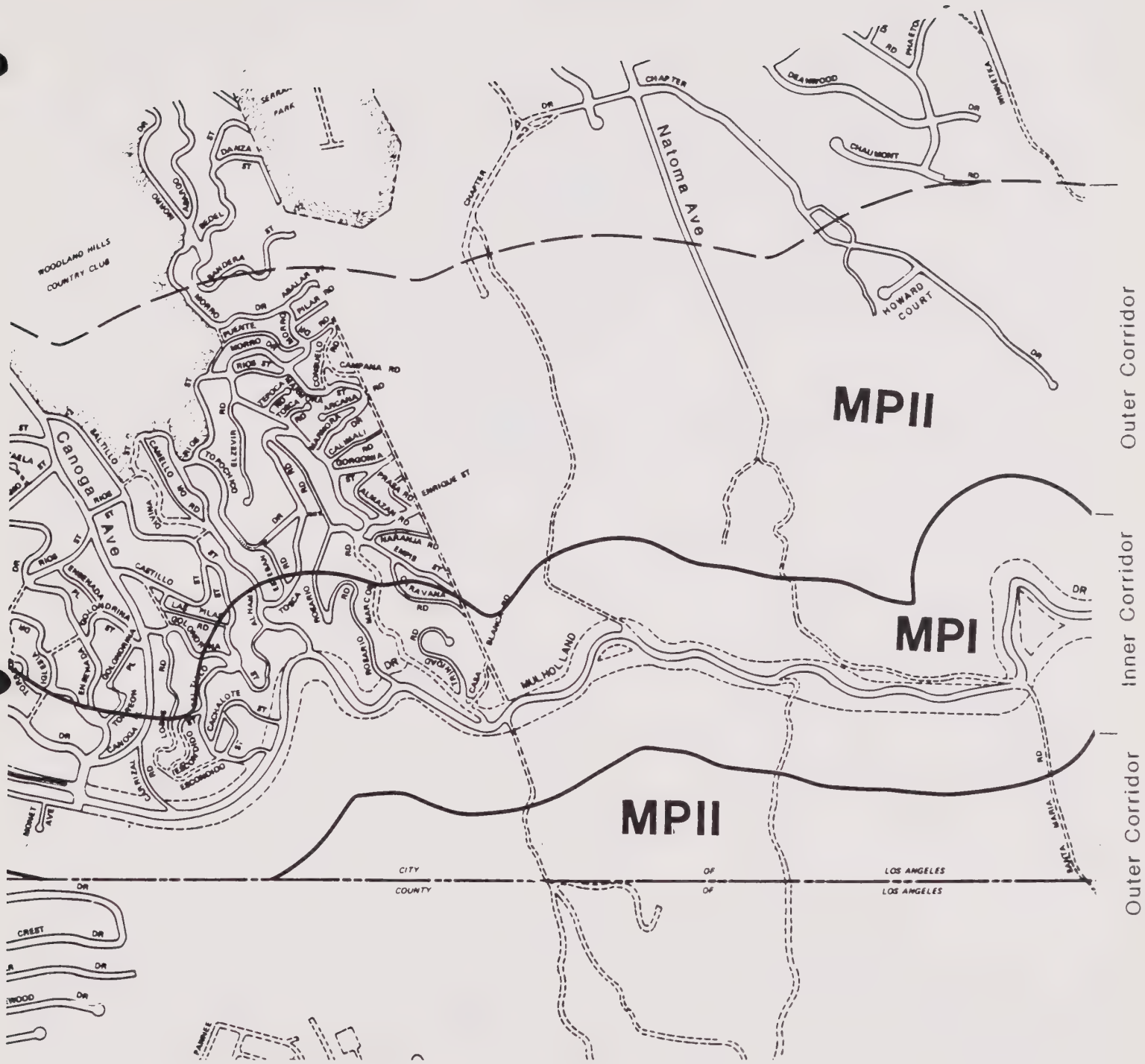

Dixie Cyn. Ave.
Sepulveda Blvd.
Coldwater Cyn. Ave.
San Diego Frwy.
Laurel Cyn. Blvd.
Hollywood Frwy.
Barham Blvd.
MAP 4A
MAP 5A
MAP 6A
Benedict Cyn. Dr.
Beverly Glen Blvd.
Nichols Cyn. Rd.
Cahuenga Blvd.W.
Cahuenga Blvd. E.
Woodrow Wilson Dr.
Coldwater Cyn. Dr.



MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA

MPI INNER CORRIDOR
Overlay Zone
500' from Right of Way

MPII OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way


MPII
MPI
MPII
Outer Corridor
Inner Corridor
Outer Corridor
Natoma Ave
Canoga Ave
CHAPTER
DRAKEWOOD
CHAUMONT
HOWARD COURT
WOODLAND HILLS COUNTRY CLUB
MULHOLLAND
CITY OF LOS ANGELES
COUNTY OF LOS ANGELES

MAP 1A

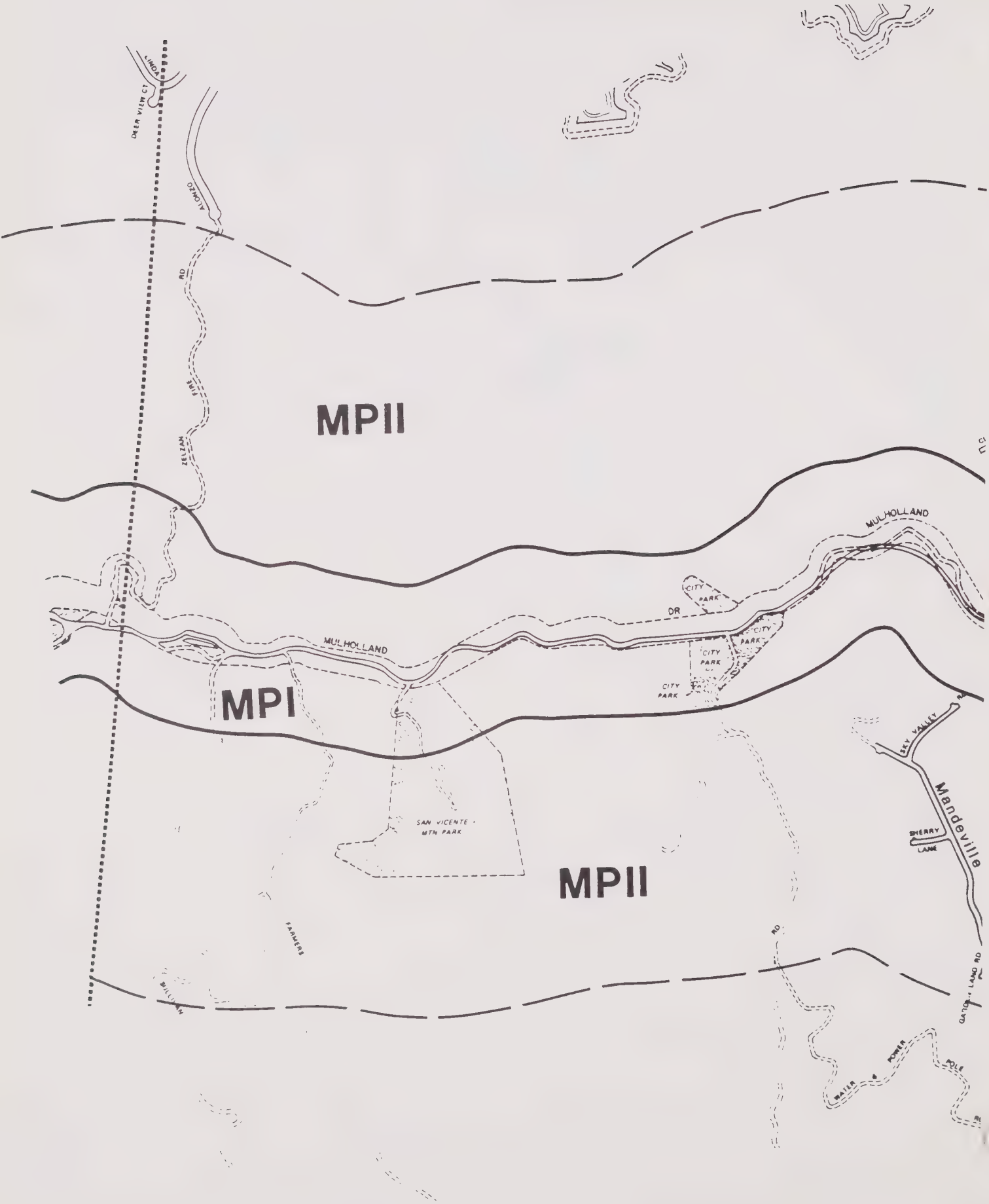

Greenbriar Dr
Corbin Ave
Vanalden Ave
Reseda Blvd
MPI
MPII
MPII
MULHOLLAND
SANTA MONICA MOUNTAINS STATE PARK
Topanga State Park
WEINSTOCK ESTATES
ELLENITA AVE
ALBURN
MIDBRICK LN
AMADALE
COLORTRAM
TAMARIMAS
BRAEWOOD
GREEN GABLES
TRULL BROOK DR
TURNBERRY
BARBERRY
GLADE AGLES
LOS ANGELES

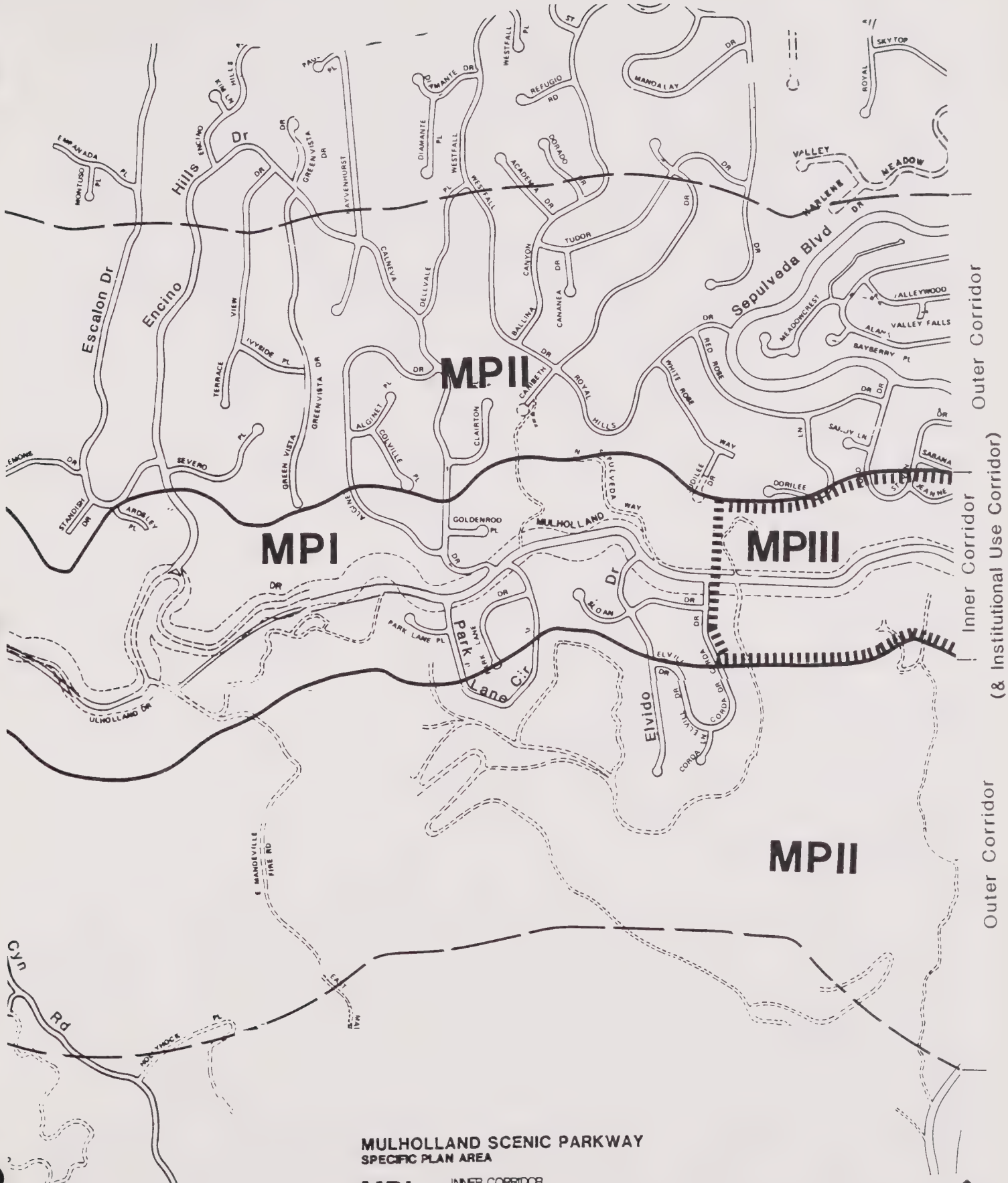
MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA

MPI INNER CORRIDOR
Overlay Zone
500' from Right of Way

MPII OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way

MAP 2A


DEER VIEW CT
LINDON
ALONZO
RD
LINE
WEZLEZ
MPII
MULHOLLAND
CITY PARK
DR
CITY PARK
CITY PARK
CITY PARK
MULHOLLAND
MPI
SKY VALLEY
Mandeville
SHERRY LANE
SAN VICENTE MTN PARK
MPII
FARMERS
RD
GATOR LAND RD
WATER & POWER POLE



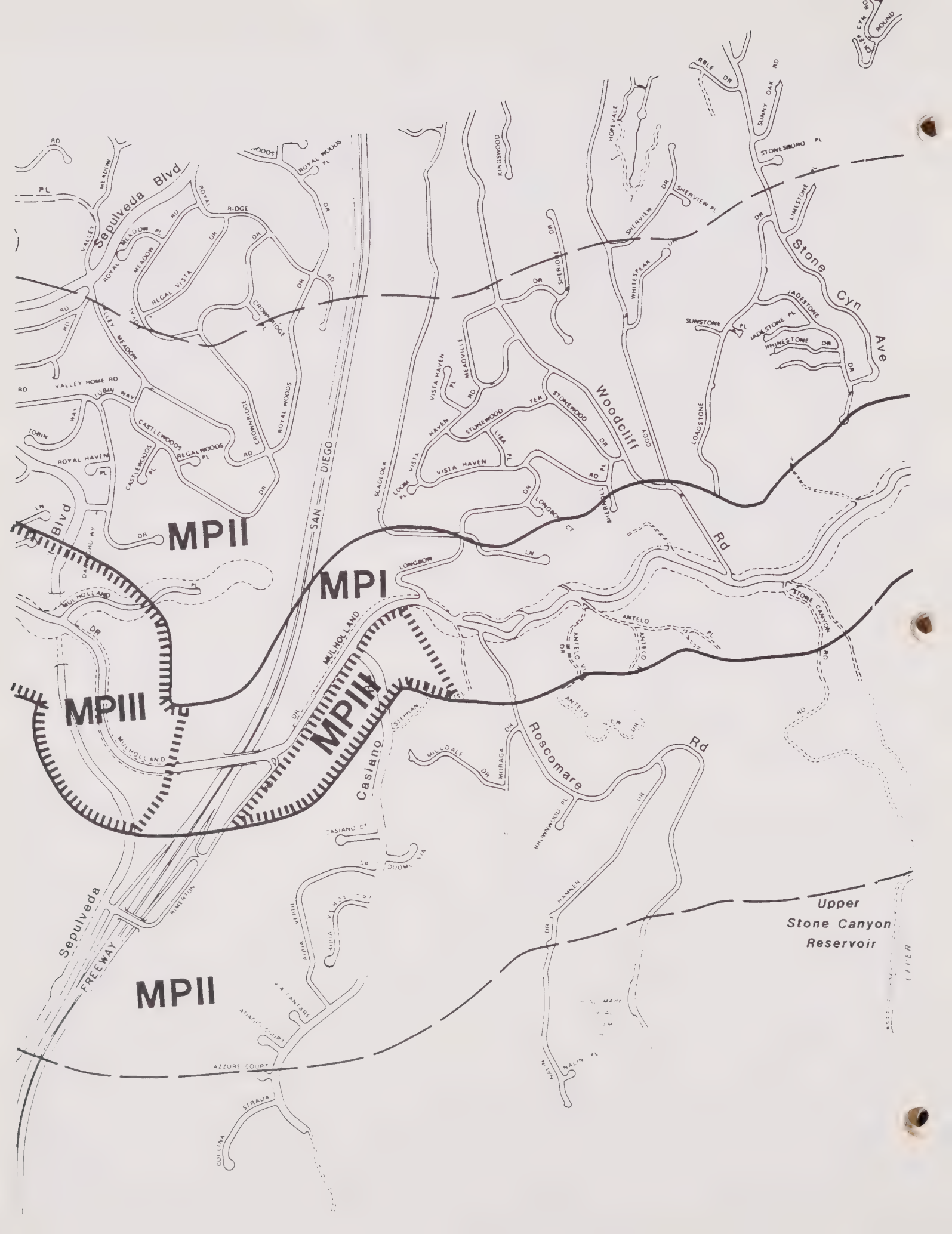
MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA

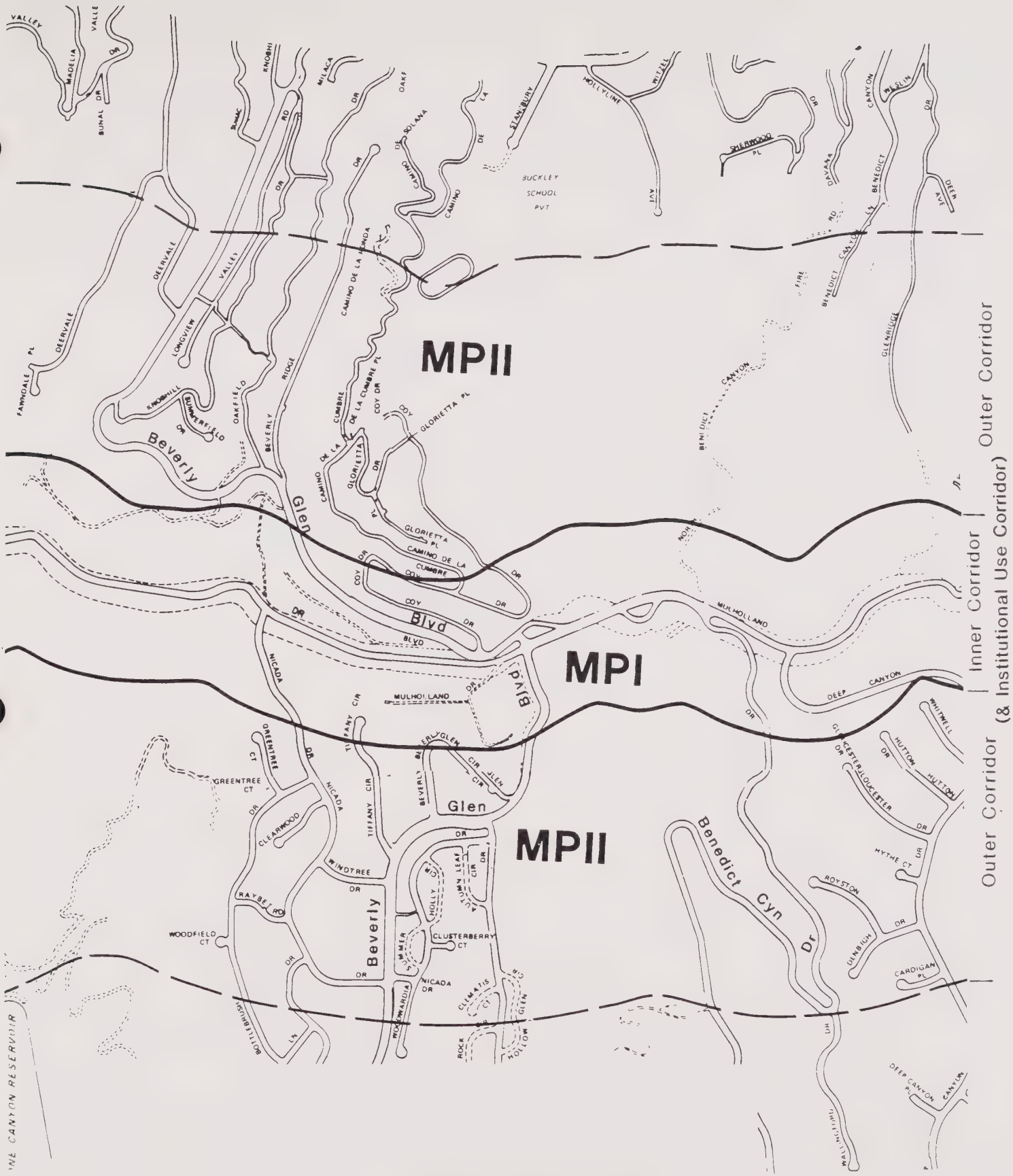
MPI INNER CORRIDOR
Overlay Zone
500' from Right of Way

MPII OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way

MPIII INSTITUTIONAL USE CORRIDOR

MAP 3A


Sepulveda Blvd
Stone Cyn Ave
Woodcliff Rd
Roscomare Rd
Casiano
Sepulveda FREEWAY
SAN DIEGO
MULHOLLAND
MPI
MPII
MPIII
MPIII
MPII
Upper Stone Canyon Reservoir
VALLEY MEADOW
VALLEY HOME RD
ROYAL HAVEN
CASTLEWOODS
REGAL WOODS
ROYAL WOODS
CROWN RIDGE
REGAL VISTA
ROYAL MEADOW
ROYAL RIDGE
VISTA HAVEN
MEADVILLE
STONEWOOD
LIRA
LOOM VISTA
SLADLOCK
LONGBOW
KINGSWOOD
HOPEVALE
SHERIDAN
SHERVIEW
WHITESPEAR
SUNSTONE
JADESTONE
AMINESTONE
LIMESTONE
STONESBURY
SUNNY OAK
ABLE
LOADSTONE
STONE CANYON
ANTELO
MILDALE
MIRAGA
BRUNNWOOD
HAMNEH
NALIN
CASIANO
STEPHAN
RIMERTON
AURIA
VIA FANTARE
AZURE COURT
STRAUA
CULLINA
TOBIN
WAY
ROUND



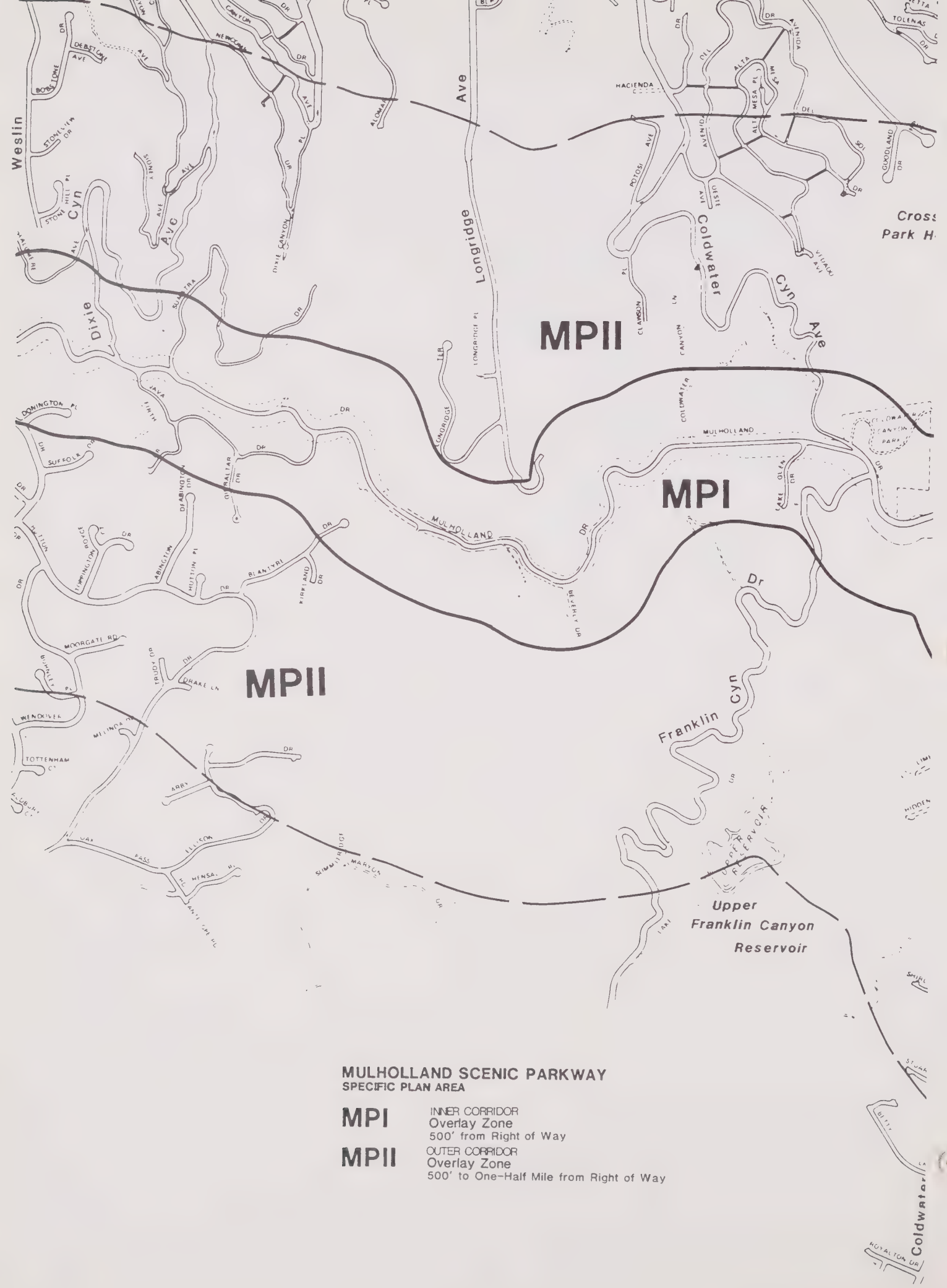
MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA

MPI INNER CORRIDOR
Overlay Zone
500' from Right of Way

MPII OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way

MPIII INSTITUTIONAL USE CORRIDOR

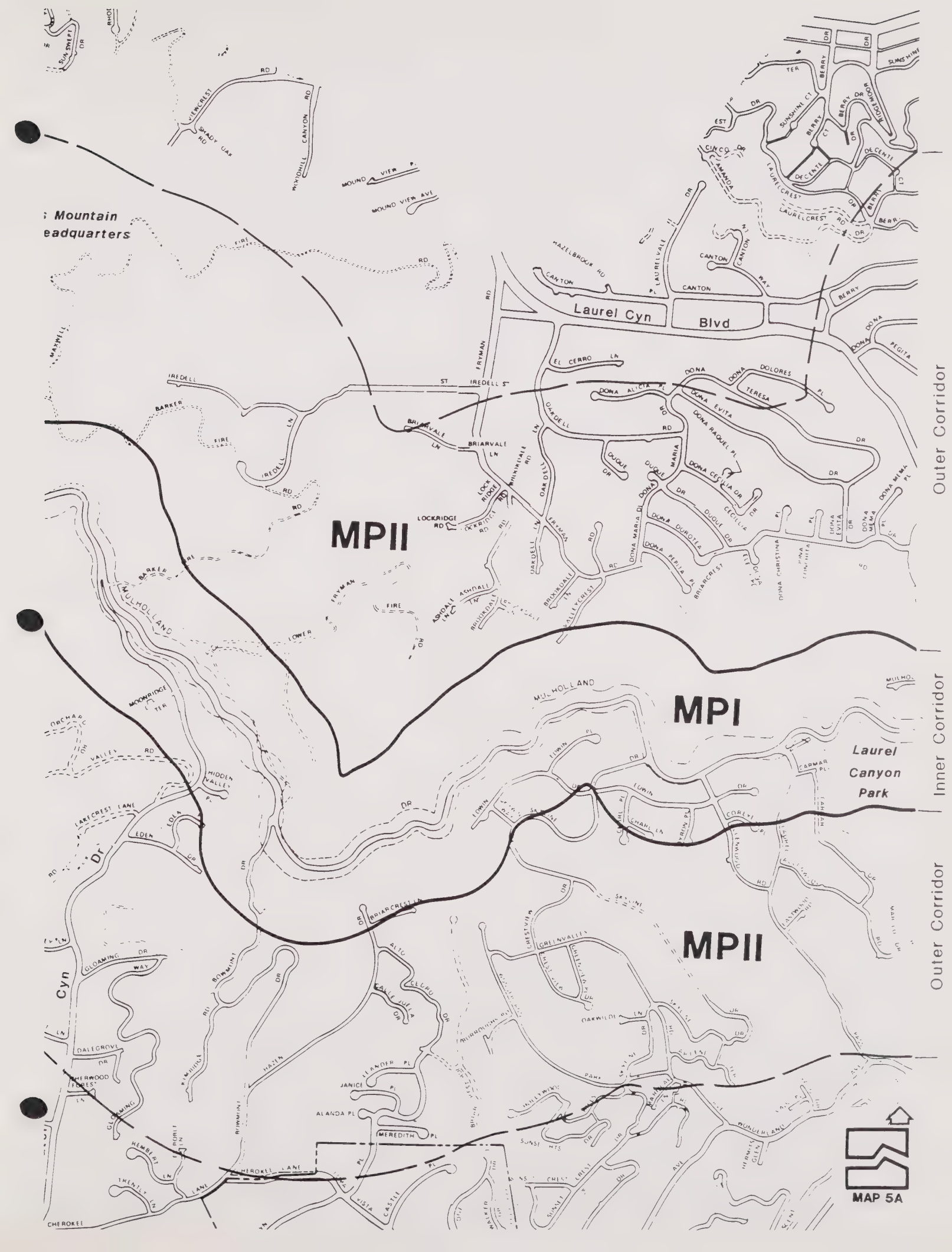
MAP 4A

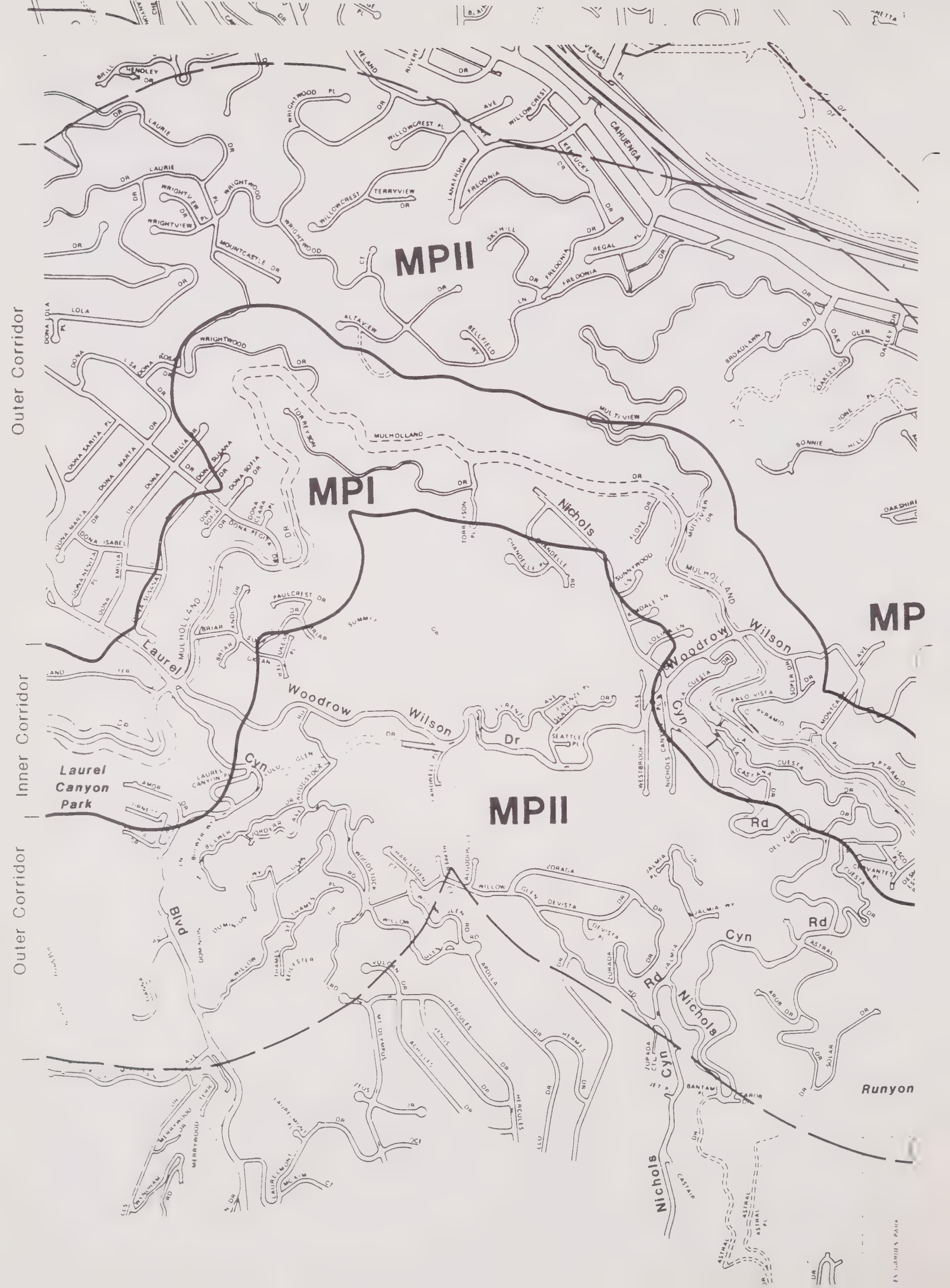


MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA

MPI INNER CORRIDOR
Overlay Zone
500' from Right of Way

MPII OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way

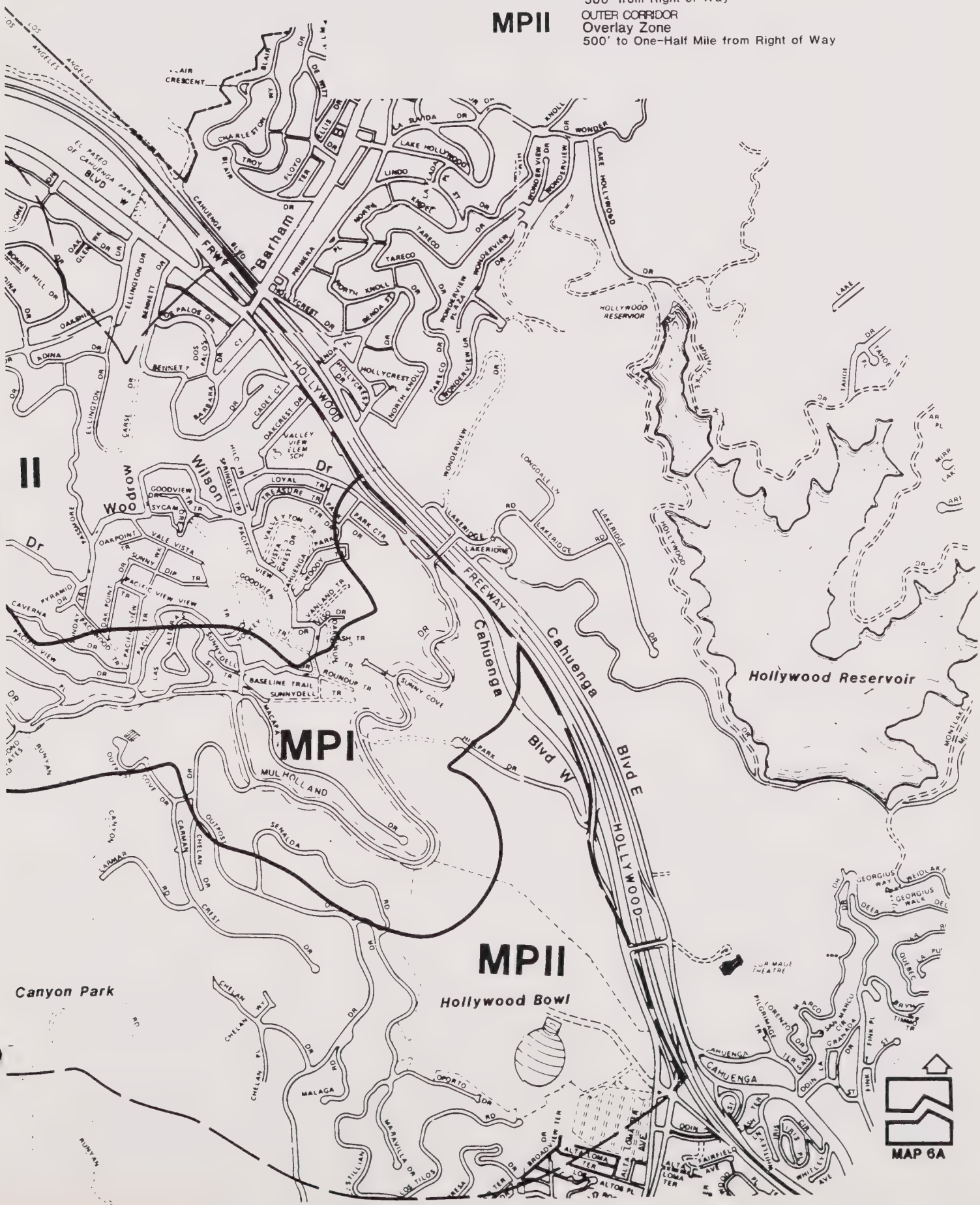

Mountain
eadquarters
Laurel Cyn
Blvd
MPII
MPI
MPII
Laurel
Canyon
Park
Outer Corridor
Inner Corridor
Outer Corridor
MAP 5A


Outer Corridor
Inner Corridor
Outer Corridor
MPII
MPI
MPII
MP
Laurel Canyon Park
Runyon
Laurel Cyn
Woodrow Wilson Dr
Woodrow Wilson Rd
Nichols Cyn Rd
Nichols Cyn
Nichols Blvd
Mulholland
Cahuenga
Wrightwood
Laurie
Willowcrest
Fredonia
Kentucky
Regal
Skyhill
Lankershim
Terryview
Mountcastle
Altaview
Bellfield
Broadlawn
Oak Glen
Oakley
Bonnie Hill
Multiview
Torreyson
Chandelle
Floyd
Sunnywood
Paulcrest
Briar Knoll
Summit
Seattle
Westbrook
Palo Vista
Pyramid
Cuesta
Castana
Del Zuro
Cervantes
Zorada
Glen Devista
Devista
Zuhaida
Jalmia
Astral
Arbor
Solar
Bantam
Zuhaida
Apollo
Hercules
Hermes
Zeus
Achilles
Mt Olympus
Thames
Leicester
Willow Glen
Vulcan
Mt Lincoln
Merrywood
Laurelmont
McKim
Mt Nuhan
Dona Sofia
Dona Clara
Dona Pegita
Dona Isabel
Dona Marta
Dona Sarita
Dona Rosa
Dona Lola
Emilia
Dona Susana
Dona Maria
Dona Nenita
Dona Sofia
Lola
Bonnie Hill
Oakshire
Castaip
Astral Pl
Astral Ln

MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA

MPI INNER CORRIDOR
Overlay Zone
500' from Right of Way

MPII OUTER CORRIDOR
Overlay Zone
500' to One-Half Mile from Right of Way

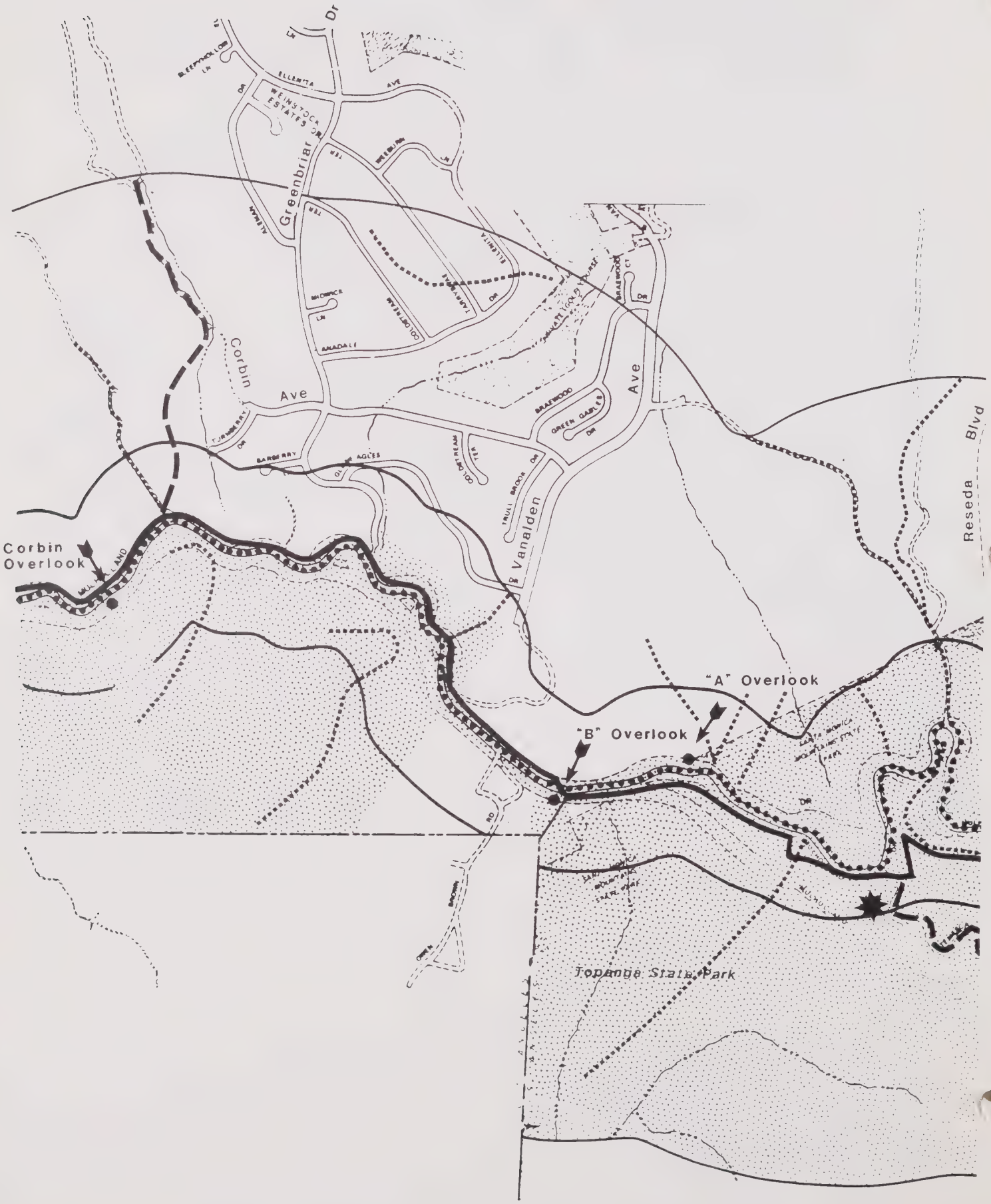


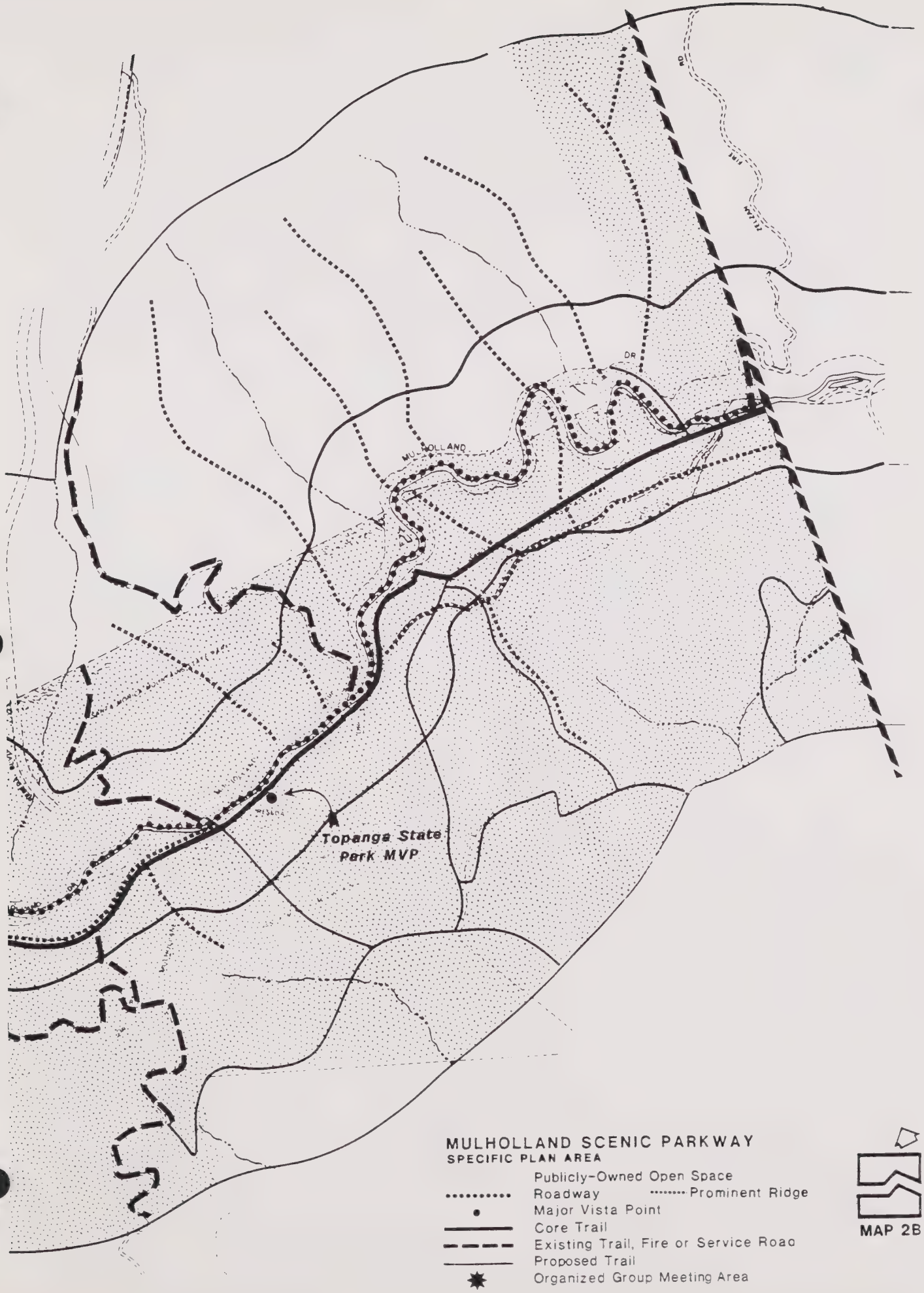
MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA

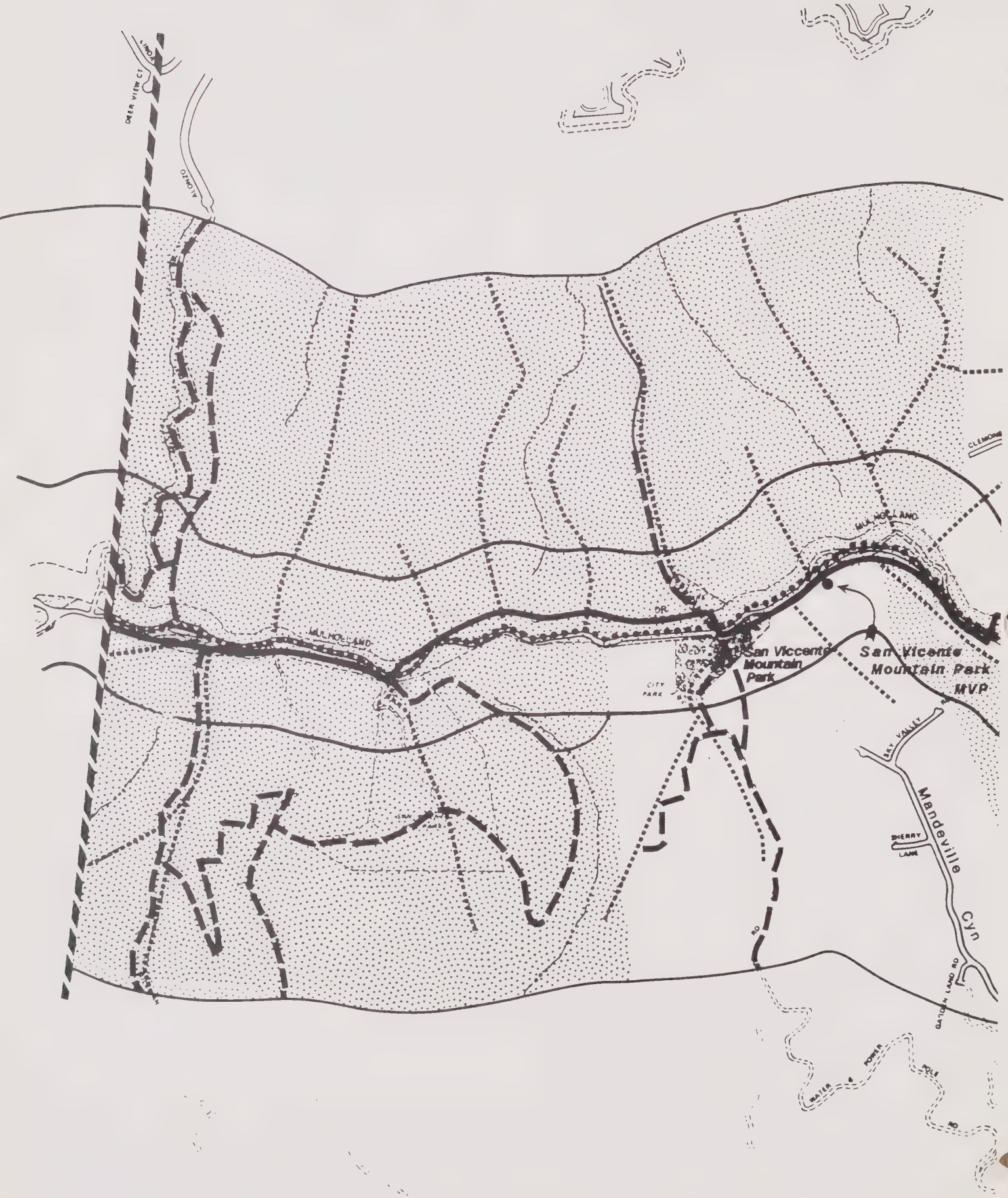
- Publicly-Owned Open Space
- Roadway
- Prominent Ridge
- Major Vista Point
- Core Trail
- Public Parkland
- Existing Trail, Fire or Service Road
- Proposed Trail

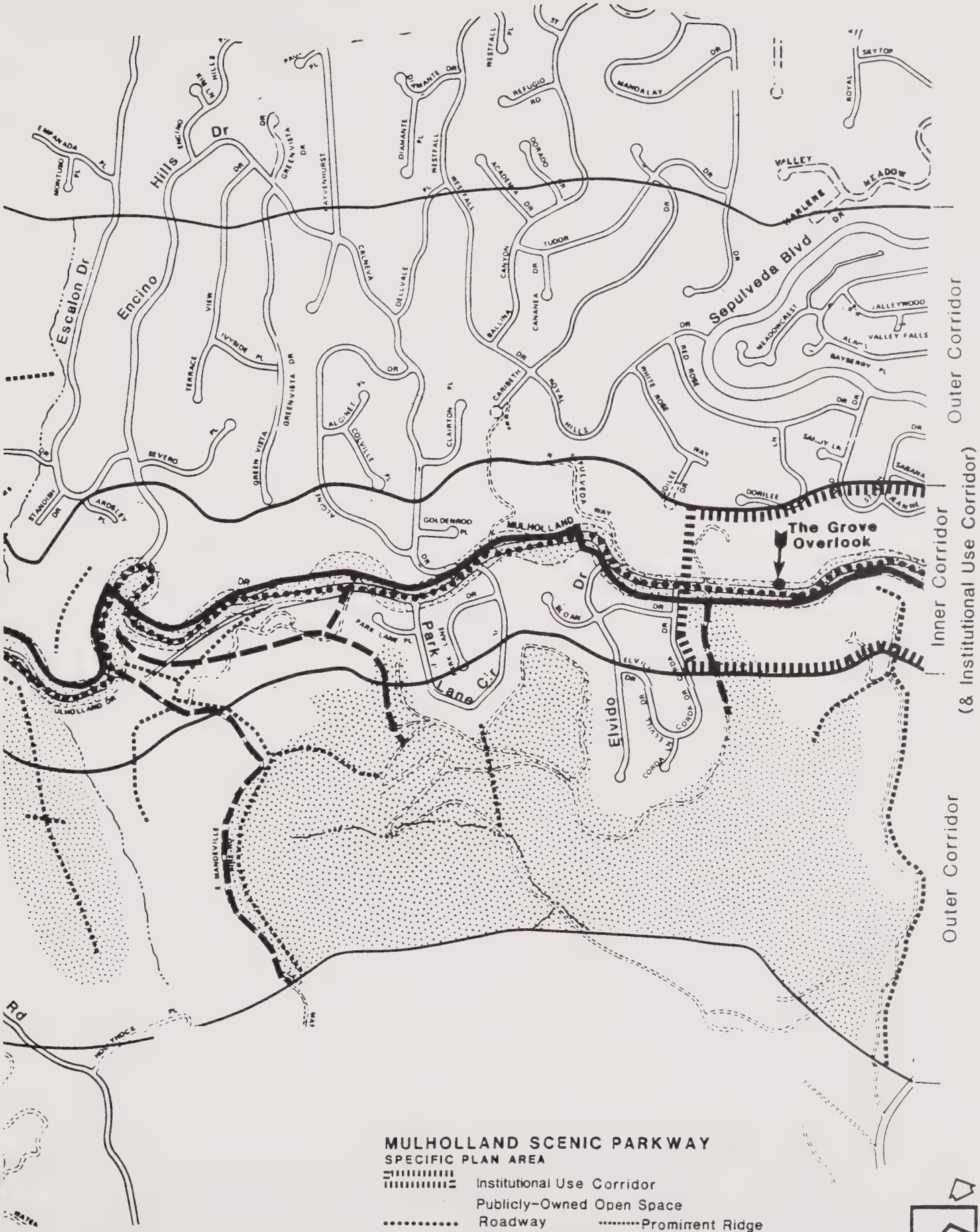

Natoma Ave
Canoga Ave
"C" Overlook
"D" Overlook
Outer Corridor
Inner Corridor
Outer Corridor
WOODLAND HILLS COUNTRY CLUB
HOWARD COURT
CHAUMONT
CHAPTER
DALAMWOOD
LOS ANGELES
COUNTY OF LOS ANGELES

MAP 1B

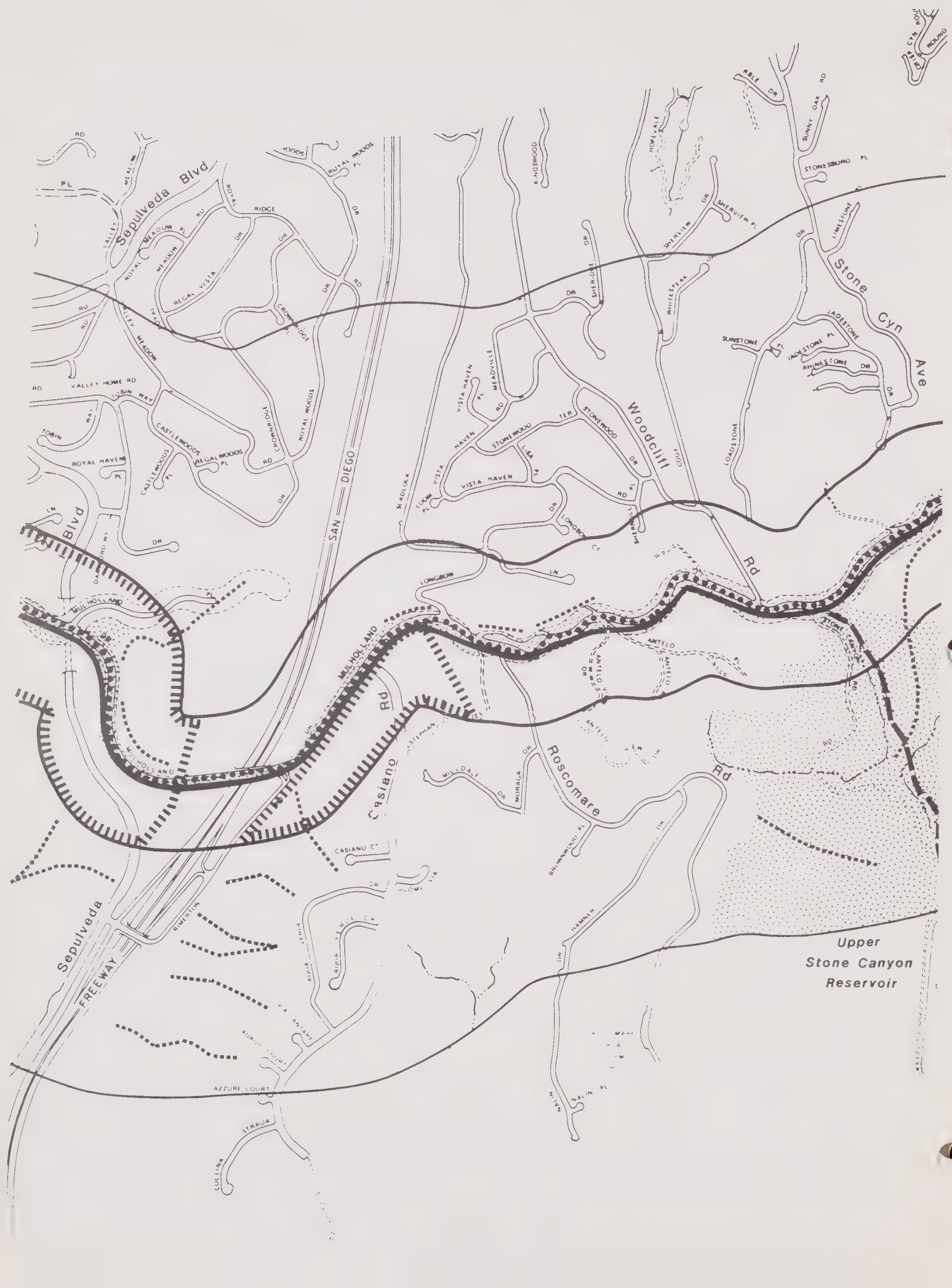

Corbin Overlook
"A" Overlook
"B" Overlook
Topanga State Park
Greenbriar
Corbin Ave
Vanalden Ave
Reseda Blvd
WEINSTOCK ESTATES
ELLENITA AVE
ARADALE
BRAEWOOD
GREEN GABLES
BARBERRY
OLIVE ACRES
TRULL BROOK DR
COLORADO REAM
TURNBERRY DR


Outer Corridor
Inner Corridor
Outer Corridor
MULHOLLAND
DR
Topanga State Park MVP
MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA
Publicly-Owned Open Space
Roadway
Prominent Ridge
Major Vista Point
Core Trail
Existing Trail, Fire or Service Road
Proposed Trail
Organized Group Meeting Area
MAP 2B


DEER VIEW CT
ALONZO
MULHOLLAND
MULHOLLAND
DR.
CLEMONS
San Vicente Mountain Park
San Vicente Mountain Park MVP
CITY PARK
SKY VALLEY
Mandeville Cyn
SHERRY LANE
GATOR LAND RD
WATER & POWER
POLE
RD


Escalon Dr
Encino Hills Dr
Sepulveda Blvd
Mulholland
Park Lane Cir
Elvido Dr
The Grove Overlook
Outer Corridor
Inner Corridor
(& Institutional Use Corridor)
Outer Corridor
MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA
Institutional Use Corridor
Publicly-Owned Open Space
Roadway
Prominent Ridge
Major Vista Point
Core Trail
Public Parkland
Existing Trail, Fire or Service Road
Proposed Trail

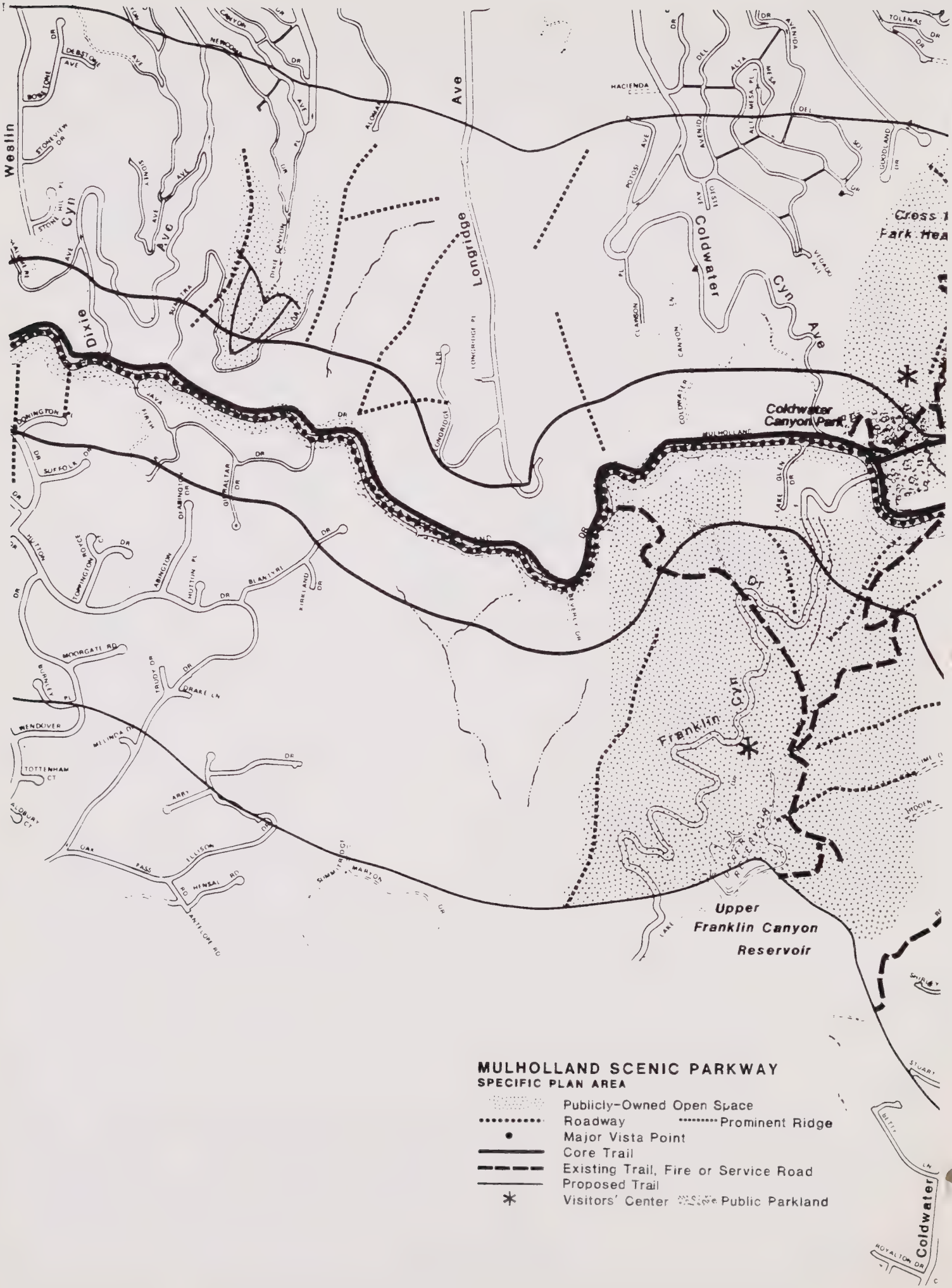
MAP 3B

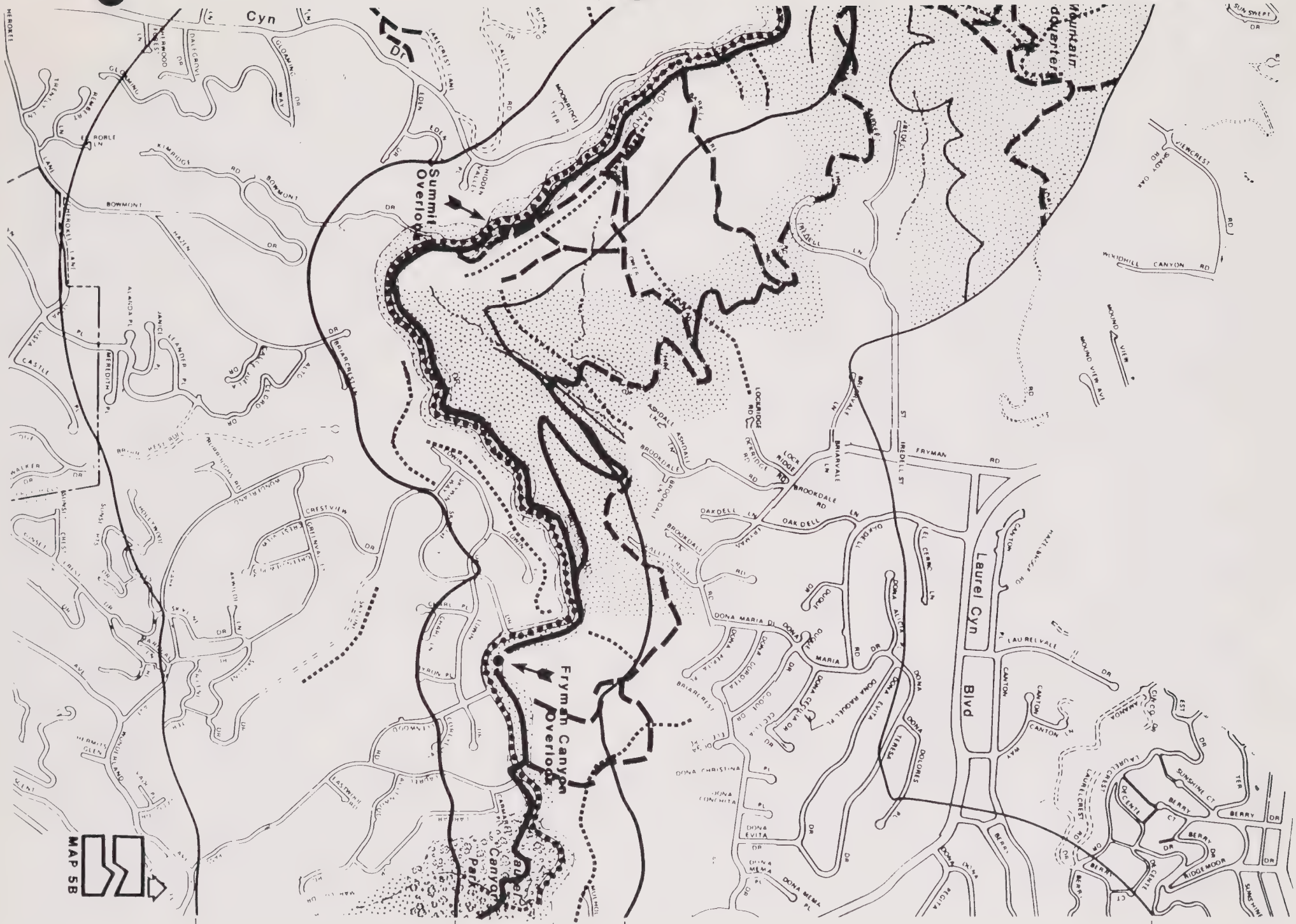

Sepulveda Blvd
Stone Cyn Ave
Woodcliff
Roscomare Rd
Casiano Rd
MULHOLLAND
SAN DIEGO
Sepulveda FREEWAY
Upper
Stone Canyon
Reservoir

MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA

- Institutional Use Corridor
- Publicly-Owned Open Space
- Roadway
- Prominent Ridge
- Major Vista Point
- Core Trail
- Existing Trail, Fire or Service Road

MAP 4B

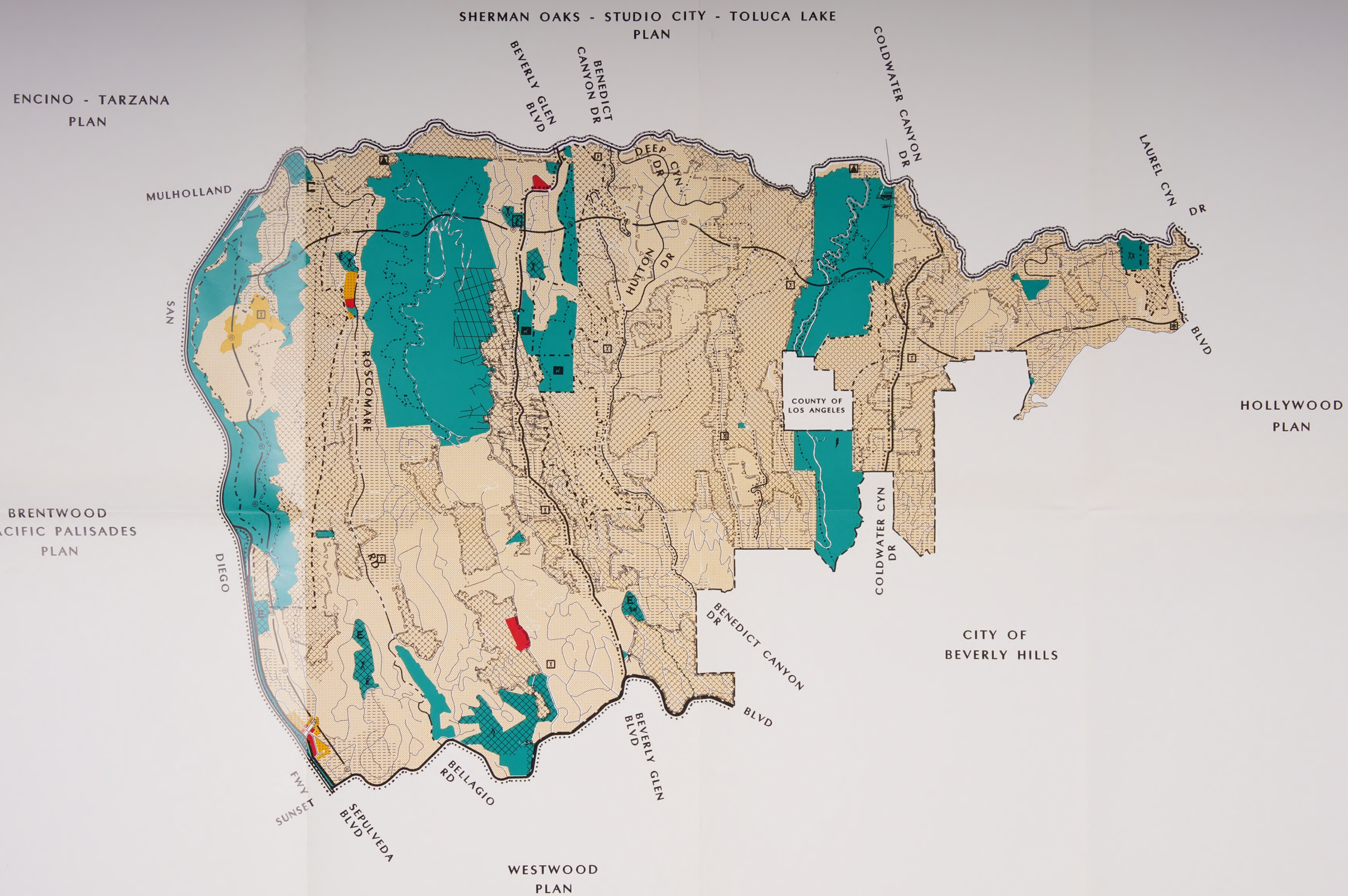

Weslin
Cyn
Ave
Dixie
Longridge
Ave
Coldwater
Cyn
Ave
Coldwater Canyon Park
Franklin Cyn
Upper Franklin Canyon Reservoir
Coldwater
MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA
Publicly-Owned Open Space
Roadway
Prominent Ridge
Major Vista Point
Core Trail
Existing Trail, Fire or Service Road
Proposed Trail
Visitors' Center
Public Parkland


Mountain Quarter
Summit Overlook
Frymen Canyon Overlook
Canyon Park
Laurel Cyn Blvd
Cyn
Dr
MAP 5B
Outer Corridor
Inner Corridor
Outer Corridor

Outer Corridor
Inner Corridor
Outer Corridor
Universal City Overlook
Laurel Canyon Park
Laurel Cyn
Woodrow Wilson Dr
Woodrow Wilson Rd
Nichols Cyn Rd
Nichols Cyn
Nichols
Runyon
Blvd
CAHUENGA
MULHOLLAND
LAURIE
WRIGHTWOOD
WILLOWCREST
TERRAVIEW
LANKERSHIM
FREDONIA
REGAL
ALTAVIEW
BELLFIELD
BROADLAWN
OAKLEY
GLEN
RONNIE
OAKSHIRE
MULTIVIEW
DONA
LOLA
DONA SARITA
DONA MARIA
DONA ISABEL
DONA SUSANA
DONA SOFIA
DONA PEGITA
EMILIA
TORRESON
FLOVE
PALO VISTA
PYRAMID
MONTCLAIR
CASTANA
CUESTA
SOPER
TORAUA
BANTAM
SOLAR
ASTRAL
WESTRIDGE
WILLOW
VISTA
ALMA
BRILL
HENDLEY
RIVERT
ERSAL
VELAND

MULHOLLAND SCENIC PARKWAY
SPECIFIC PLAN AREA

- Publicly-Owned Open Space
- Roadway
- Prominent Ridge
- Major Vista Point
- Core Trail
- Public Parkland
- Existing Trail, Fire or Service Road



PLAN LAND USE • Bel Air-Beverly Crest (See Plan booklet for Plan information)

Department of City Planning, Los Angeles, Ca., Melanie S. Fallon, Director

Note: This map may not reflect recent Plan amendments because it is revised and reprinted less frequently. For information on Plan amendments recently enacted by the Periodic Plan Review program and by other Planning Department Divisions, refer to the amendment list at the front of this booklet and to the individual Plan map pages in this booklet, which are updated annually.

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March 1991